

## REMOVAL NOTICE.

Andersen, Meyer & Co., Ltd., beg to announce the removal on September 1st, 1922, of their offices from No. 2, Queen's Road Central, to No. 67, 69, Des Voeux Road.

(SITE OF THE OLD VICTORIA THEATRE.)

# The Hongkong Telegraph.

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## THE SINKING OF THE "HAMMONIA".

### Dreadful Scenes Witnessed.

(Reuter's Service.)

London, September 12. "The worst scenes in my experience," said Captain Day, of the Kinfauns Castle, whose long record at sea includes the saving of four ships' crews, on arrival at Southampton from Capetown this morning with survivors from the liner Hammonia. The Captain estimated that 50 or 60 lives were lost before the Kinfauns Castle arrived on the scene. He saw several dead bodies floating in the water. He said he would never forget the dreadful scenes during the eight hours the Kinfauns Castle was standing by. The majority of the passengers were Spanish workers with their families, hence an accurate list of the missing was difficult to obtain.

Captain Day said at ten o'clock in the morning he received the "S.O.S." signal. There was a strong north-easterly gale, with heavy sea. He altered his course and reached the Hammonia at noon. He found her on one side sinking, and around her were many overturned boats and rafts with people clinging thereto.

The Kinfauns Castle launched six lifeboats which were kept very busy rescuing throughout the afternoon under most difficult conditions. Meanwhile the steamers Euclid, Soldier Prince and City of Valencia arrived and participated in the rescue. The last of the Kinfauns Castle's boats left the Hammonia at 6.30 in the evening, with the German captain and officers. Six minutes later, the Hammonia foundered.

The Captain of the Hammonia, interviewed, was unable to account for the disaster. He found the water coming in and decided to send the "S.O.S." in view of the weather. He said everybody aboard was accounted for, except fifteen.

### More Survivors.

Gibraltar, September 12. The steamer Soldier Prince has arrived here and landed 40 passengers and 21 crew, non-British subjects, from the Hammonia.

## PROBABLES FOR THE ST. LEGER.

### Revised List of Starters and Jockeys.

London, September 12. The revised list of St. Leger probables is: Argo (Mc Lachlan), Blackwood (Whalley), Baton Rouge (Evans), Bucks Hussar (Childs), Caleb (Holmes), Carpathus (Ladson), Ceylonese (Frank Bullock), Corcoran (Carlsdale), Diligence (Lane), Dunk's Green (Brennan), Fred Power (Donohue), Galway Prince (Clark), Gaurisankar (Winkfield), Harpende (Jellis), Preston Grange (Archibald), Ramus (Gatner), Irish Battle (Harley Jones), Royal Lancer (R. Jones), Silurian (Gardner), Re-Echo (V. Smith), Villars (Beary), Werwolf (Griggs) Samhedrum (—), and White Star (Gray).

### A Scratching.

London, September 12. Silvanus was scratched at 10 p.m. yesterday.

The Betting: 7-1 against Fred Power; 8-1 Villars; 105-8 Silurian; 100-7 Diligence and Corcoran; 25-1 Ceylonese; 100-3 Royal Lancer. Re-Echo, Argo, and Baton Rouge.

## NEW DUTCH CABINET.

### Only Two Fresh Men.

The Hague, September 12. M. Ruys de Beerenbrouck has formed a new Cabinet, with M. Kamebeek as Foreign Minister, M. Westerveld as Minister of Navy, M. Vandyk as Minister of War, and M. de Graaf as Minister for the Colonies.

There are only two new men in the reconstructed Clerical Cabinet, namely M. Westerveld (Marine) and M. Vanway (Waterways). Negotiations have been proceeding since the elections in July, which increased the Right Coalition's majority in the Second Chamber to twenty.

## U.S. REPUBLICAN VICTORIES

### Democrats Increase Their Votes.

Portland (Maine), September 12. Congressional elections for the State of Maine, which is traditionally regarded as a barometer for voting in other States, resulted in the re-election of the Republicans, Senator Hale and Governor Baxter, as well as four Republican representatives, but the majorities were decidedly below those of the Republican candidates in 1920.

The democratic vote was 5,000 above 1920 whilst the Republican vote decreased by 20,000.

## LIMITING THE MANUFACTURE OF MORPHIA

### L. o. N. Member-States Requested To Take Steps

Geneva, September 12. The Fifth Commission has agreed to recommend the League to request the States adhering to the Opium Convention to take immediate measures to limit the manufacture of morphia.

M. Ador (Switzerland) declared that the Federal Council would introduce the system of import certificates proposed by the League as soon as the Opium Convention of 1912 had been adopted by the Federal Assembly.

## SWEDEN AND HOLLAND.

### Mutual Interests and Aspirations.

Stockholm, September 12. The King in cordially toasting the Queen of Holland at a banquet in the palace, referred to Swedo-Dutch solidarity of interests and aspirations as a reason for affording mutual help in safeguarding their interests and contributing to the maintenance of peace and composure of international differences.

## U.S. TARIFF BILL.

### Big Annual Yield Expected.

Washington, September 12. It is roughly estimated that the Tariff Bill, as agreed to by a joint conference of both Houses, will raise four hundred million dollars annually. Experts say the level of rates therein are slightly below the last Republican Tariff Law, but considerably above the Democratic Law now in force.

## THE NEAR EAST CRISIS.

### Turks Threaten Reprisals.

(Reuter's Service.)

Constantinople, September 12. Brusa, which was first occupied by Kemalist cavalry and then abandoned, was yesterday definitely occupied by the Kemalists. The Greeks got away via Mudania and have been transported to Rodosto. The inter-Allied military mission and two companies of French infantry have landed at Mudania to maintain order. The Turks threaten that unless the Turkish prisoners interned under alleged unhealthy conditions at Old Phaleron and Larissa are transferred elsewhere, all the Greek prisoners, including Generals, will be identically treated.

## The Freedom of the Straits

Paris, September 12.

A French semi-official statement says a Note was presented at the Quai d'Orsay to-day declaring that the British Government reckons on the help of its Allies to ensure the defence of Constantinople and the Gallipoli Peninsula. The Note proposes that urgent and military questions should be momentarily entrusted to the Allied High Commissioners at Constantinople. The French Government will probably decide on September 14th, the nature of its replies to Britain and Italy.

The statement adds that, without prejudice to Thursday's decisions or measures which may be contemplated, it is already certain that the French Government is as much attached to the principle of the freedom of the Straits as the British Government.

## PREMIER TO ATTEND L.O.N. MEETING.

### Pronouncement on the Economic Situation.

Geneva, September 12. Mr. Lloyd George is expected to attend the Assembly of the League of Nations next week. Signor Schanzer and M. Viviani are also expected.

Great interest is being shown in Mr. Lloyd George's visit to Geneva. He is expected to go on the 20th inst. to make an important pronouncement upon the general economic situation.

## BELGIAN DEMAND ON GERMANY.

### Breakdown of Negotiations.

Brussels, September 12. Following a breakdown in the Belgo-German negotiations in Berlin, the Belgian Foreign Minister has notified the German Charge d'Affaires that the Government has decided to claim that Germany guarantee Treasury Bonds for the September and October reparations instalments by a gold deposit lodged in a bank acceptable to Belgium.

## S.S. "BANTU" ASHORE.

### Bound for Far East.

London, September 12. A message from Capetown says the steamer Bantu, bound from America to the Far East, went ashore during fog on Robben Island but was got off with assistance. She sustained damage in two holds, which are leaking.

## LORD NORTHCLIFFE'S ESTATE.

### Provisional Value of Two Millions May Be Doubled.

London, September 12. Lord Northcliffe left personal estate of the provisional value of £2,000,000. The lawyers explain that this does not mean that the total value will not be double.

## WOODEN VESSELS SOLD.

### Shipping Board's Heavy Loss.

Washington, September 12. The Shipping Board has accepted a bid of \$750,000 for 235 wooden vessels built during the war at a cost of \$300,000,000.

## MESPOIT GARRISON.

### Not to be Reinforced.

London, September 12. It is officially denied that the military garrison in Mesopotamia is being reinforced.

## BRITISH CONTRACT WITH RUSSIA.

London, September 12. Mr. Leslie Urquhart, interviewed by Reuter, said the British Government had agreed to the signature of the contract which has been made with M. Krassin, on behalf of the Russo-Asiatic Consolidated Co., whereby the latter obtains a 99-years' lease of properties in the Urals and Siberia.

## BRITISH TRADE RETURNS.

London, September 12. The Board of Trade returns for August show that imports totalled £82,661,000, an increase of £877,000, compared with July; whilst exports totalled £89,032,000, a decrease of £386,000.

## RECRUITS FOR CHINA INLAND MISSION.

London, September 12. A dozen recruits for the China Inland Mission were given a farewell at a crowded meeting in London.

## MRS. HARDING PASSES CRISIS.

New York, September 12. It is officially stated that the crisis in Mrs. Harding's illness seems past.

(Other Telegrams on Page 2.)

## THE MACAO AFFAIR.

### Chan Ping-sang Busy in Canton.

Chan Ping-sang, the notorious ex-President of the Seamen's Union, who was banished from Hongkong recently, and who is now President of the Diplomatic Interchange Society, is again busy in Canton, according to our correspondent there. He is now taking up the Macao affair and has recently called on the Civil Governor urging him to take up the matter immediately with the Macao Government. On his call, he was received by the Governor's Secretary (Mr. Yung Sing-kiu) who told him that the matter would be dealt with by the new Foreign Commissioner, Mr. Lau Yue-lun, as soon as local affairs are settled.

It is stated that Chan Ping-sang has recently been active in demanding financial assistance from wealthy merchants and in threatening by intimidatory letters the tradesmen in Macao. He is also said to have offered to secretly settle certain matters on payment of substantial sums.

## GUARANTY TRUST FRAUD.

### Some Interesting Revelations.

Peking, September 12.—With regard to the Guaranty Trust fraud, it appears that telegrams signed by Robert Hilliard were handed in at the Hankow Telegraph Office at the end of July. They were in Guaranty Trust company's code and ciphered by a text key, which has now been superseded, and called for payment in London of £31,730 to Max Elliott (alias Pearce, alias Pearce, alias Shabin, who posed as Manager of the International Trading Company of Vladivostok in Peking) for account of Chester James, Legal adviser to the Wuchang Civil Governor.

The money was paid to Elliott, who retained £2,930 remitting the balance of £28,800 through other Banks to Peking, to be paid to Asia Banking Corporation for account of Chester James, who was posing as a partner in the firm of Hilliard and James, engineers of Peking. James was seen at the Peking Club, but was not introduced thereto.

The fraud was carefully concocted, involving a forged letter of introduction. A sum of £15,000 has been recovered. The loss is covered by insurance. On behalf of the Guaranty Company, the Asia Banking Corporation offers a reward of \$2,500 for information leading to the apprehension of the criminals.—Reuter.

## MANILA BANKER ACQUITTED.

### Alleged Misuse of Funds.

Manila, Sept. 12.—Venancio Concepcion, ex-president of the Philippine National Bank, was acquitted by the Supreme Court of a charge of misuse of the Bank's funds. The Court's vote was five for acquittal, four dissenting and holding that the Lower Court's verdict, sentencing Concepcion to a fine of \$2,500, should be affirmed.

Concepcion is under sentence of two years' imprisonment for misuse of the Bank's Funds on another count.—Reuter.

## JAPAN & RUSSIA.

### Cabinet Comes to Decision

Tokyo, Sept. 12.—The Cabinet has considered the questions referred from Changobun, whereon the decision is reliably believed to be that Japan is willing to discuss subjects concerning herself alone with representatives of All Russia provided such subjects do not go beyond the scope of the principles of the Dairen drift agreement.—Reuter.

## VICTORIA HOSPITAL.

### New Maternity Block.

Alterations and extensions are being made at the Victoria Hospital, Barker Road, and a new maternity block is being built. According to the annual report of the Director of Public Works, sketch plans for the revision of the existing buildings have been prepared.

The working drawings for the new block were completed, and a contract let to Messrs. Kian On & Co. for the amount of \$130,537.45. The new block consists of two floors providing accommodation for 6 first, 10 second and 4 third class patients, with all necessary offices, etc.

Site formation and foundation work was well advanced at the termination of the year. The total estimates are \$135,000, and \$9,979 was spent last year.

## THE G.C.H.

### New Out-patients' Department.

In the annual report of the Director of Public Works it is stated that the contract for the out-patients' department at the Government Civil Hospital was let to Messrs. Kin Lee and Co. at a cost of \$27,507. Serious difficulties have had to be overcome in the construction of the foundations, which have delayed the execution of the work, but good progress generally has been made.

The total expenditure to December 31st, last, was \$7,221.

## CHINESE RAILWAY WORKERS.

### Harshly Treated by Military Police.

A Shanghai telegram states that the employees of the Peking-Hankow Railway, owing to harsh treatment received from the military police, have jointly sent a petition to Wu Pei-fu demanding the withdrawal of the police. If no satisfactory reply is received within sixteen hours, they propose to go on strike.

The employees of the Wuchang section of the Canton-Hankow Railway have already struck for the same reason.

## MORE CRUELTY CASES.

### Another S. P. C. A. Member Fined.

When fined \$15 by Mr. N. L. Smith this morning, in respect of a charge brought by Inspector Fisher, S. P. C. A., of cruelty to poultry by not keeping them provided with water, a stallholder from the Saiyungpun Market complained that no notice was served on him, or was posted up at the Market that might help him to observe the requirements of the law.

Mr. G. R. Sayer, the Head of the Sanitary Department, who happened to be in Court in connection with another case, replying to a question by the Magistrate, said that he believed such notice was issued and explained to the stallholders of this particular market.

Inspector Fisher pointed out that efforts to bring enlightenment regarding the requirements of the law to the dealers had been also made by Dr. Gibson. The stallholders knew of these, but had not exerted themselves to carry out this small task. The defendant in the case should be in a position to understand, if for no other reason than that he was a member of the Society for the Prevention of Cruelty to Animals.

Two other stallholders from the Wanchai Market were fined \$10 each for similar offences.

## ANOTHER MURDER.

### A Gruesome Discovery.

A case of murder is under investigation by the police as the result of the discovery of the dead body of an unknown Chinese man on the reclaimed land near Siwootung, close to the Laichikok Road yesterday afternoon. An Indian constable on this boat came upon the sight of a man lying lifeless on the ground, with a blood-stained dagger clutched in one hand. The victim had received multiple stab wounds, the most severe of which were in the left side of the head. Nearby, also bearing blood stains, were found two other weapons. The remains were removed to the Kowloon Mortuary.

## P.W.D. MAN MARRIED.

### Wedding at St. John's Cathedral.

Mr. A. Brooksbank, of the P.W.D. (youngest son of Mr. S. Brooksbank and of the late Mrs. Brooksbank, of Denholme, Yorkshire) was married at St. John's Cathedral this morning to Miss Effie Lumb, (daughter of the late Mr. G. Lumb and Mrs. Lumb, of Eiland, Yorkshire), who recently arrived from Home. The service was conducted by the Rev. V.H. Copley Moyle.

The bride, who was given away by Mr. H. J. Pearce, wore a hand-embroidered dress of lemon crepe-de-chine and carried a bouquet of yellow and white lilies, tied with white ribbon. Mrs. Clouston Porri, who was Matron of Honour, was dressed in a gown of hand-embroidered white net, with grey toque. Miss Nellie Inglis and Master Bruce Inglis made a pretty flower girl and page respectively. The former wore a dress of white net, over silver tissue, with mob cap to match, and carried a basket of yellow and white lilies, whilst the latter was in a sailor suit. Mr. J. H. Gelling was the "best man."

After the ceremony a reception was held at the Hongkong Hotel, from which the happy pair motored to Repulse Bay, where the honeymoon is being spent.

## CANTON NEWS.

Our Canton correspondent states that General Chang King-ming went to Tong Ka village on the 10th inst. to see Tang Shao-yi on important political business.

Preparations are being made in Canton to define the scopes of the Civil Governor and the Commander-in-Chief. These will be made known on the day the latter assumes office.

## News in To-day's New Advertisements.

Messrs. Wm. Powell, Ltd., advertise a new selection of golf hose.—Page 4.

The Chinese Optical Company give good advice regarding eyesight on page 4.

## LISTEN!

The world's big firms all have one thing in common—they are consistent, persistent and emphatic advertisers.

Mary Pickford is appearing in "Heart O' the Hills" at the Coronet to-night.—Page 12.

The Oriental Commercial Bank, Ltd. has opened its head office in Des Voeux Road.—Page 4.

The Hawaiian Troubadours open their season at the Theatre Royal to-night.—Page 4.

## To-Day's Exchange.

The closing rate of the dollar on demand to-day was 2s. 6.13/16d.

## The Weather.

2 p.m. Barometer:—29.72. Temperature:—46. Humidity:—75.

## Lighting Up-Time.

Lighting-up time to-day, 6.23 p.m.



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## EARLIER TELEGRAMS.

## THE NEAR EAST CRISIS.

London, Sept. 12.

Any doubt regarding the solidarity of the Allies in the Near East in face of the suddenly developed crisis is effectively disposed of by an announcement that the French and Italian troops have resolved to co-operate in the task, hitherto undertaken by the British and Turkish gendarmerie (officers by Britishers), of holding the neutral zone of the Ismid Peninsula and the Asiatic shore of the Dardanelles.

This decision was reached at a meeting of the Allied High Commissioners and Generals at Constantinople, when it was also decided to remind the Ankara Government of the existence of the zone, entry into which, on the European side, the Allies promptly forbade the Greeks a few weeks ago. Allied flags are already raised over the neutral zone on both sides of the Straits to warn the Kemalists that violation will be considered an act of defiance and hostility to the Allies collectively.

The official French decision to range up alongside Britain is marked by a revolution of opinion of the French press, which yesterday was pleased at the Kemal successes as being a blow to British policy. The *Temps* and *Journal des Debats*, which have not indulged in their contempt for the Turkish regime, emphasize the necessity of France maintaining the freedom of the Straits and say it would be criminal if the Government permitted the Turks to retain control. They suggest that the Turks accept the regime there as favouring her economic interests while assuring the general peace to commerce of all nations. The other newspapers are perturbed at the idea that the Turks may be inclined to make excessive claims in the exaltation of victory.

Backing up the plan of joint action, the British warships from Smyrna have reached Chanak at the narrowest part of the Dardanelles, while the French have gone to Brusa, which is still being held by the Greeks, to prevent destruction of property. Chanak is a strong, natural position which Kemal Pasha is likely to attempt to seize in the event of an essaying a *coup* on the Dardanelles. Kemal Pasha's military qualities in the recent victories are eulogised. The Greek staff were apparently thrown off the scent and unaware of the offensive three days before the blow fell, owing to Kemal massing three army corps in the mountainous, wooded country unobservable from the Greek aeroplanes. The attack was launched from quite an unexpected spot.

According to one account of the Greek flight, they did not give battle after the fall of Chanak but had wasted the countryside, leaving Eastern Anatolia in ruins. It is stated that they were guilty of heinous atrocities as they fell back. This appears to explain the Kemal communication to the League declining responsibility for the consequences of the fighting and which is construed to be an anticipatory excuse for the possible maltreatment of Christians. The Secretary-General of the League replied pointing out that the attributes of one belligerent did not dispense with, in the universal, the obligation to respect civilised laws in war. On the other hand, the situation over the Greek debacle in Constantinople has overstepped the bounds of control. The demonstration of the weakness of some foreign institutions and damaged European ships in the Pera suburb, Sir Charles Harington, the Allied Commander-in-Chief, has issued a proclamation threatening martial law in event of a recurrence of the disorders.

In addition to an increase in the Royal Air Force in Mesopotamia the military garrison is being reinforced as a precaution in view of the military situation by British and Indian troops.

Mr. T. H. Jones, Fourth Lord of the Admiralty, has been ordered to hold himself in readiness to proceed to the Dardanelles.

The withdrawal of the Turkish fleet accepting the invitation to the Venice Conference was stated at by Pechi Bay, the Ankara Minister of the Interior in an interview. He thought it preferable if the Powers allowed the Turks to negotiate with the Greeks at Smyrna.

A newspaper states that the Greek High Commissioner of Smyrna, Sterghades, is about the last Duke.

## METHODS EMPLOYED BY GERMAN RETAIL TRADE.

London, Sept. 12.

A protest by the German Federation of Trades Unions shows that the practice of employing the foreign rate of exchange as a basis for calculation of market prices and the means of payment has now spread to the retail trade. A Berlin message states that the Federation is asking the Government to prevent this in connection with home transactions.

## REVIVAL IN WOOL TRADE.

London, Sept. 12.

Striking proof of the revival of the export wool and textile trade is adduced by the President of the Bradford Chamber of Commerce, who says that the demand for exporting certificates from the Chamber to 31st August was double the demand for the whole of 1931.

## COAL FOR NEW YORK.

New York, Sept. 12.

Several Eastern railway companies have placed an embargo on practically all through freight except foodstuffs to enable locomotives to carry anthracite coal to New York.

## YACHT TEAM RACING.

Oyster Bay, Sept. 12.

The second yacht team race for the Anglo-American Cup was won by the British team with twenty points, against the American, with sixteen points.

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BRONCHITIS

The Real  
Breatheable Remedy  
for THROAT, CHEST & LUNGS

(It all dissolves and disappears in the Throat and the Lungs.)

## "EAST OF SUEZ"

London, Sept. 12.

A special performance of Somerset Maugham's play "East of Suez" was nearly prevented the other night by the objection of the Chinese actors to being filmed. Shortly after the curtain rose a deputation of Chinese told the management that they were unable to appear. Everybody was thunderstruck, as apparently they were most happy. They explained that they had detected a cinematographer filming the play during the special rehearsal for the purpose of photographing the Company, and said it was beneath their dignity to be screened as a film without the spoken word. It would give a misleading impression of the play and show their race in a bad light, and they only consented to appear when the offending party of the film were destroyed in their presence. This ended the crisis.

## THE BRITISH-SOVIET AGREEMENT.

Berlin, Sept. 12.

It is stated that the Stinnes-Lubersack Agreement was the model for the Urquhart-Krasnyn Agreement just concluded. It is also stated that German industry was represented chiefly by Krupp's being asked to participate in the new undertaking, the object of which was the development of Russian resources.

## U. S. SOLDIERS BONUS BILL.

Washington, Sept. 12.

At a Joint Conference of Congress an amendment, providing for the financing of the Soldier's Bonus Bill from the interest from foreign debt was struck out. The bill now goes before the President.

## FRANCE BECOMING GAYER.

Paris, Sept. 12.

The Entertainment tax produced 46,000,000 francs in 1931, compared with 37,000,000 francs in 1930.

## SANITARY BOARD.

Bath Water for Flushing  
Purposes.

A meeting of the Sanitary Board was held yesterday afternoon, Mr. H. Sayer presiding. There were also present the Hon. Mr. T. H. Perkins, Hon. Mr. C. H. Shawcross, Mr. G. H. Aldabaster, and Mr. W. W. Pearce, Medical Officer.

Formal approval of the Board's recommendations was received from the Government in respect to the erection of three water closets on Rural Building Lot No. 100, Severn Road, The Peak, four at No. 101, Severn Road, four at No. 102, Severn Road, three at No. 103, The Peak, six at Lot No. 104, New Motor Road, Magazine Gap, thirteen at St. Stephen's Girls School and "Farlow," situated between Park Road and Lytton Road, and two at Holt's Wharf.

The Chairman laid upon the table the agreement relative to the arrangement of sections at the Central Cemetery at Kowloon.

The Board approved applications for permission to erect one additional water closet at No. 9 Macdonnell Road, one water closet and two drains at the Hongkong Hotel, and 21 water closets in the new flat on Kowloon Island Lot No. 417.

Referring to a minute Mr. Aldabaster had made to an application relative to the flushing of water closets on Island Lots Nos. 2304, 2305 and 2310, Magazine Gap Road, the Chairman said the position was a little bit confused. Application was originally made to put in closets flushed by bath water and the Board recommended it to the Government. The

Government approved, provided the water supply was obtained from an independent source. The position was vague in that the Board did not know whether bath water was regarded as an independent source. Subsequently the Government notified the Board that it was not prepared to approve bath water being used for the purpose, and the application was for the water to be drawn from the main.

The Director of Public Works offered strong objection. The Government had approved water being taken for flushing purposes at the Peak and although this place was at present on the Peak supply it was only so temporarily. Hundreds of houses would be built in the vicinity in the future, and provided the present application was granted applications would be made for the same privileges. Besides, there were other reasons why he did not look with favour upon the application.

Mr. Aldabaster asked whether there was any difficulty in obtaining an independent supply from a main, for instance.

The Director of Public Works said he believed this could be done but it would be expensive and there was the possibility that the nullah would run dry.

Replying to Mr. Perkins, the Director of Public Works said he had many reasons for objecting to the application, some of which were too complex to deal in detail with at that meeting.

Eventually it was decided on the proposition of the Director of Public Works, seconded by the Chairman, to refuse the present application, the Chairman promising to approach the Government further in regard to the matter.

## QUEEN'S STATUE PIER.

## A Fitzmaurice Recommendation.

The report of the Director of Public Works has this about the new Queen's Statue Pier: The question of the best means of providing facilities opposite Statue Square for landing from, or embarking on, launches, and small craft generally, was referred to Sir Maurice Fitzmaurice, C.M.G., during his visit to the Colony in connection with the improvement and development of Hongkong Harbour, in November, 1920. Schemes of piers and wharves were submitted for his consideration. He recommended that the original proposal to construct a pier at right angles to the sea-wall should be adhered to. The question was further considered by the Public Works Committee who, in July, recommended the construction of the pier as originally designed.

Thereafter, contract drawings and estimates were prepared for the construction of a reinforced concrete pier 160' 8" by 41' 4" and approach 122' 0" by 22' 0", providing accommodation for four launches lying alongside with a depth of water at L.W.O.S.T. of 10' 10". The contract was awarded to Messrs. Sang Lee & Co., whose tender amounted to \$104,611.35. The contract was signed on the 26th October, 1921, the time allowed for completion being 10 months.

Of 80 reinforced concrete piles varying in length from 60 feet to 88 feet required for this pier, and which will be moored at the Government Quarry, Tat Tze Mun, it had been made by the end of the year. The old wooden wharf had also been removed and satisfactory progress made with the dredging and clearing for the foundations of the first row of reinforced concrete stations.

The construction of the roof and inside to this pier will form a separate contract. The total estimate is \$127,000.

## SINGAPORE'S GOVERNOR.

## Reception in Manila.

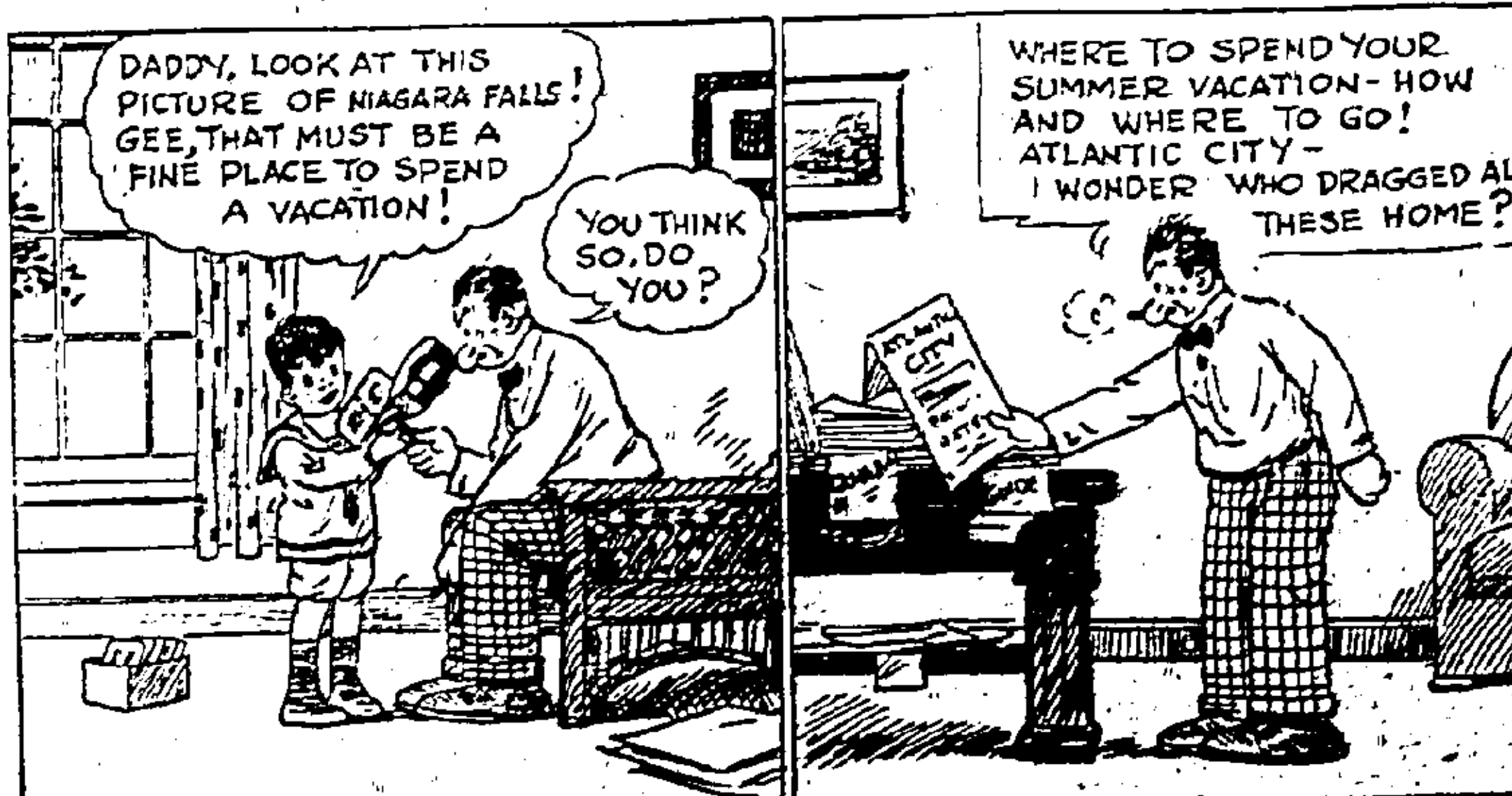
Manila, Sept. 12.—Governor General Wood has postponed his trip to Moro in the country in order to welcome Sir Laurence Guillemard, Governor of the Straits Settlements, who arrived this morning by the Empress of Canada. The Philippine department of the American Army fired a salute for Sir Laurence Guillemard on his arrival by steamer. Governor General Wood was his host at Luncheon. Sir Laurence Guillemard has now sailed for Hongkong.—*Reuter*.

(A. 1350. E. 1350. K. 1350. M. 1350. P. 1350. Q. 1350. R. 1350. S. 1350. T. 1350. U. 1350. V. 1350. W. 1350. X. 1350. Y. 1350. Z. 1350.)

## VICTOR RECORDS

MOUTRIE—Exclusive Distributors.

## DOINGS OF THE DUFFS



## The Trap Is Set.



## BY ALLMAN







# NEW ADVERTISEMENTS.

## WANTED.

**THE "NIRISK" Electric**  
Cleaner has gold medals from the Institute of Hygiene, London, France, America, etc. It lives on dirt; cleans anything. Tel. Central 4306 for free trial. P.O. Box No. 484.

**WANTED.**—1st November, four or five roomed furnished house, Kowloon or lower levels preferred. Apply P.O. Box No. 61.

## TO BE LET

**TO LET.**—FANLING, A New Bungalow situated on Wo Hop Sek. Apply to Tsang Foo & Co.

## FOR SALE.

**FOR SALE.**—Pure Bred Japanese Pups, Black & White, 6 weeks old. Apply in writing to Box No. 782 c/o "Hongkong Telegraph."

**FOR SALE.**—Steam Launch, 1st Class Condition. For full particulars apply Box No. 778 c/o "Hongkong Telegraph."

**FOR SALE.**—One Grand Piano, nearly new, very reasonable price. Write Box No. 781 c/o "Hongkong Telegraph."

## HONGKONG CLUB.

### NOTICE.

THE Second Yearly Drawing of Twenty Definitives of the Hongkong Club (1922) issue \$500, each was held in the Club House on Friday, the 8th. Sept., 1922, when the following Definitives were drawn for redemption—

29	187	124	696
31	360	370	621
40	351	419	648
84	358	562	690
150	388	571	755

and will be payable at the Hongkong and Shanghai Banking Corporation on Saturday, the 30th. Sept. 1922, in exchange for surrender of same.

By order,  
A. H. ABBAS,  
Secretary.  
Hongkong, 8th. Sept., 1922.

## GREEN ISLAND CEMENT CO., LTD.

### NOTICE.

**AN INTERIM DIVIDEND** of Fifty cents (50 cents) per share has been declared for the half year ending 30th. June 1922. Such Interim Dividend will be payable on and after Monday the 11th. September, at the offices of the Company, where shareholders are requested to apply for Warrants.

The REGISTER of SHARES of the Company will be closed from the 30th. August, 1922, until the 11th. September 1922 (both days inclusive), during which period no transfer of shares can be registered.

By order of the Board of Directors,  
SHEWAN, TOMES & CO.,  
General Managers.

**Ching-Ke S. N. Co.**  
136, Wing Lok St., W. Phone 320.  
Regular service between H.K., Canton, Shanghai, and other ports.  
YEE TAI HONG, Phone Central 753.

**CHEONG YUE S. S. Co.**  
14, Des Voeux Road, C.  
S.S. "PHILANG"  
Between Hongkong and Shanghai, twice a week, on Tuesday morning, the 15th instant.  
For Freight etc. apply  
CHEONG YUE S. S. Co.  
Phone Central 222.

**Hongkong-Saigon America.**  
S.S. "HWAH HING" leaving 12th. Aug.  
Sailing 20th.  
For Freight etc. apply  
CHANGWAH NAVIGATION CO.  
Back of China Bldg., Phone Central 175.

**Hongkong-Saigon Line.**  
S.S. "TELEMAQUE" leaving 12th. Aug.  
Sailing 19th.  
For Freight etc. apply  
WO FAT SING  
Phone No. Central 227.

**Kwongchow and Fort Bayard**  
S.S. "SEYON" leaving 13th. inst.  
Sailing 20th. inst.  
For Freight etc. apply  
LI FAT S. S. CO.  
Phone Central 227.

## THEATRE ROYAL

KAAT'S  
**HAWAIIAN TROUBADOURS**

**TO-NIGHT**  
at 9.15 p.m.



A breath of Romance  
from the South Seas

**A NIGHT IN HONOLULU**



**HAWAIIAN MELODIES SONGS DANCES JAZZ.**

**PRICES \$3, \$2 & \$1.**

Booking at Moutrie's.

### NOTICE.

**TAKE NOTICE** that MR. HARRY O. ODELL has resigned from the position of Manager in Hongkong of Geiz Brothers & Company of the Orient, Limited, and that MR. J. EDWARD ATERLEY has been appointed in his stead as from the 5th. day of September 1922. Dated this 9th. day of Sept. 1922.  
Geiz Bros. & Co. of the Orient, Ltd.,  
By their Manager and Attorney,  
J. EDWARD ATERLEY.

**The Kwong Wing Co., Ltd.**  
S.S. "Wing" leaving 17th. inst.  
Regular service to Wharfedale, Singapore, and other ports.  
S.S. "Wing" leaving 17th. inst.  
S.S. "Wing" leaving 17th. inst.

**Mee Wah Knitting Co.**  
818, Causeway Bay, Phone Central 1561.  
Manufacturers of Socks, Singlets, Sweaters and Underwear.  
YEUNG PO KWAN, President.

**THE SAI HING S. S. Co.**  
23, Cantonment Road, W.  
S.S. "SANNING"  
S.S. "SANNING"  
Monday, Wednesday, Friday.  
HONGKONG-WU CHOW LINE.  
S.S. "CHENG" etc.  
Phone Central 1773.

**THE HIN FAT S. S. Co.**  
Shipping and Insurance Brokers, Phone Central 388.  
818, Causeway Bay, 177, Wing Lok Street.  
KWOK HIN WANG, Proprietor.

**On Hing Co.**  
818, Wing Lok Street.  
Metal & Hardware, Electrical, and General Engineering & Contractors.  
Phone No. Central 384.  
L. F. LAL, General Manager.

K-673 H.K. 4002

## FOR HIRE MOTOR

**LORRIES FREIGHT OR BUILDING MATERIALS**

**TAKEN TO ALL PARTS OF THE COLONY.**

**DOMINION MOTOR TRANSPORT.**

145, PRAYA EAST

PHONES { Cental 4002 Kowloon 673

## RETIREMENT.

I, Martha Lynn, the Ex-wife of my husband, the late Mr. Euan Lynn, have the pleasure to announce that I have retired from partnership of Wai (No. 12) Wing, Victoria, Hongkong, and that after 1st. Sept. 1922, I shall not be responsible for any debts that might occur.

MARTHA LYNN.  
Hongkong, 11th. Sept., 1922.

## HONGKONG HOTEL CO., LTD.

**MR. Thomas Andrew Barry** has been appointed Acting Secretary of the above Company as from this date.  
By order of the Board,  
C. MONTAGUE EDE,  
Chairman.  
Hongkong, 11th. Sept., 1922.

## THE HONGKONG ROPE MANUFACTURING CO., LTD.

**AN INTERIM DIVIDEND** of ONE DOLLAR (\$1-) per share for account 1922 will be payable on MONDAY the 18th. September 1922. Shareholders are requested to apply for Dividend Warrants at the Company's Office St. George's Building, Hongkong. **THE TRANSFER BOOKS** of the Company will be closed from Saturday, 9th. September, to Monday, the 18th. September 1922, both days inclusive. **SHEWAN, TOMES & CO.** General Managers.

## S. S. "TUNGSHING."

**STRANDED IN SWATOW HARBOUR.**

**Messrs. Jardine Matheson & Co., Ltd.**—General Managers Indo-China Steam Navigation Co., Ltd., Hongkong, are prepared to receive Tenders for the temporary repair, floating, and delivery of the above steamer, and delivery of the above steamer, in a condition for proceeding to Hongkong. Permits for inspection of vessel as she now lies, will be issued on application to the above.

## THE COWIE HARBOUR COAL COMPANY LIMITED.

**SILIMPON COAL.**

**THE undersigned** are prepared to quote prices for best quality freshly mined SILIMPON COAL, trimmed into Bunkers at SEBATTIK or SANDAKAN (British North Borneo) or to contract for regular Bunker Supplies for 6 or 12 months at favourable rates. Steamers calling at SEBATTIK or SANDAKAN exclusively for Bunkers are exempt from payment of ordinary Port Charges. The minimum draft of water alongside the Company's Wharf at Sebatik is 28 feet at low water Spring Tides. Charts of Cowie Bay (Sebatik Harbour) and any required information concerning the port can be had on application to **BRADLEY & CO. LTD.** Agents, The OWIE HARBOUR COAL CO. LTD.

## THE GREGO-EGYPTIAN TOBACCO CO.

12a, Queen's Road.  
**BEG TO ANNOUNCE** to the general public the arrival of their new coffee roasting machine for the best quality Mocha and Java coffee, which can be had at the above address. Fresh Coffee roasted daily.

**A PERSIAN PROVERB:**  
"A cup of hot coffee without an Egyptian cigarette is like meat without salt."

## THE FAVOURITE INVENTION OF THOMAS A. EDISON

"THE PHONOGRAPH WITH A SOUL" IS HERE.

THE EDISON MUSIC STORE  
1ST FLOOR, TOWERS BUILDING.

## NOTICE.

I have this day established myself as a share and general broker.  
**HARRY O. ODELL.**  
Inquiries to Sennet Fraser, Tel. Central 634.  
Hongkong, Sept., 8th. 1922.

## STEAM LAUNDRY COMPANY.

**NOTICE** is hereby given that the Hongkong Hotel Company Limited have from the 1st. day of September 1922 severed their connection with the Steam Laundry Company and accordingly as and from such date they will not be responsible for any debt or liability incurred by the said Steam Laundry Company. For Hongkong Hotel Co. Ltd. **J. H. TAGGART,** Managing Director.

## STEAM LAUNDRY COMPANY.

**THE UNDERSIGNED** have from the 1st. day of September 1922 taken over the business of the above named Company as a going concern and as from such date all outstanding accounts due to or from the said Company shall be received or discharged by the undersigned. Dated the 8th. day of Sept., 1922.  
**LEUNG ENTIN, FUNG TAT HANG.**

## PUBLIC AUCTION.

**THE Undersigned** have received instructions to sell by Public Auction on Thursday, the 14th. Sept., 1922, at 3 p.m. at their Sales Rooms, Duddell Street  
One New Cubitt 5-passenger Touring Car (with 5 disc wheels and tyres) and accessories  
On view now at the United Motor Co's garage, Wanchoi.  
Terms—Cash on delivery.  
**LAMBERT BROS., Auctioneers.**

## ORIENTAL COMMERCIAL BANK, LTD.

**HEAD OFFICE:**  
25, Des Voeux Road Central, Hongkong  
Authorized Capital \$5,000,000  
Modern banking in all its branches.  
Current accounts, saving accounts and fixed deposits solicited. Loans granted on approved security.  
Overseas banking a specialty.  
**INTEREST:**—Current Accounts 2%; Savings 4%; Fixed Deposits: 3 months 3%; 6 months 4%; One year, 5%.  
**J. Y. LUM,** Chief Manager.  
**R. WEUSTHOFF,** Asst. Chief Manager.

**CROYDON-PARIS AIR RECORD.**  
A Napier-engine Handley-Page aeroplane, piloted by Captain Foote, last month made the fastest time for passenger-carrying machines between Croydon and Paris, completing the journey in 1h. 42min.

## THE BALFOUR NOTE.

### A Notable American View.

Mr. Edward Price Bell, London correspondent of the "Chicago Daily News" and one of the most representative of American publicists, writes to the Times:—May I state, in all friendliness, what I believe will be the considered judgment of the American nation on the Balfour Note? It will be deemed, in my opinion, a piece of dialectical mechanism, a sort of logical magic lantern designed to throw Uncle Sam on the screen as an international Sbylock.

Only one reason moves me to address you concerning the Note. To my mind, it is calculated to produce, and unjustly to produce, ill-will in this country against the United States; and I can conceive of no good arising, either to Britain or to anyone else, from such ill-will. It is most important, I feel, that the British people should know something of what is in the minds of these Americans who think the British debt, like every other debt, should be paid, if it can be paid. Not a few Americans, as every one is aware, would like to see this debt forgiven. But at all events, just now—these persons cannot get their way. If they ever get their way, it will be only through time and education; they will not get their way by saying unpleasant things of those opposed to them. For those opposed to them are so opposed, not because of baser natures, but because of different views.

Great numbers of Americans—and I fancy, great numbers of Britons—regard the whole fabric of civilization as resting upon credit. Inability to pay, they reason, is one thing; refusal to pay, another—inability to pay, insolvency; refusal to pay, repudiation. Persons so minded believe that to take any deliberate steps against credit is to tamper with the foundations of civilized intercourse.

And another consideration affects American thought in this connection. Americans feel, they now remitted the debts due to them, the consequent remission of other debts, including those due to Britain, might stimulate militarist tendencies, result in increased armaments, and finally involve further war, with its concomitants of economic chaos and more debts. These Americans would like to see much more economy, much sounder financial practice, a much more pacific psychology, in important sections of Europe before they think either of debt cancellation or of a determined attempt by the United States to be economically or financially helpful in Europe, beyond what its citizens now are doing in the way of hundreds of millions of dollars of private loans.

One more fact of weight, since attention to the opinion of every great nation is vital to prudent courses in world politics: Millions of Americans do not agree that they were in the same relation to the Great War as were such Powers as Britain, France, Italy, and Russia. They do not think it was their war in any way, but the war of these nations. Americans were not in Europe. They were thousands of miles away in another hemisphere. They had neither part nor lot, no voice whatever, in the diplomacy that preceded the Prussian assault.

True, they themselves were outraged by the common enemy. But it was the moral character of the war and the menace to freedom in Europe that set the deeds of America in motion. She felt she was coming, not so much to avenge wrongs inflicted upon her, not to defend herself, but to help others in whose innocence and institutions she believed. She came a long way at a staggering cost, not seeking, not wanting, a foot of territory, nor a dollar of indemnity. She accepts the European verdict in that her contribution, if belated, was crucial. She does not want to boast about anything. Neither does she, because of her conception of policy, want to be filmed before the world in an odious role.

We are accustomed to hear of how much the Americans do not know about international affairs. There are innumerable things, of course, the Americans do not know; I am afraid there are many things even the best-informed and wisest of people do not know. But I will mention a few substantial facts that all Americans do know. They know the general European idea that they got rich in the war as a delusion. They know the war has cost them, up to the present, some twelve thousand million sterling—nearly twice the total reparations now claimed from Germany. They know the future cost will be gigantic. They know their industries and trade have passed through, and still feel, the severest depression in their history. They know tens of thousands of their farmers are borrowing money to pay war taxes to save their land. They know American war charities aggregate four thousand million dollars—only a little less than the total British debt to the United States.

All these facts Americans know and they know numerous others germane to the argument. But they do not wish to magnify a single one of them. Their wish is for sympathy and forbearance, for restraint for patience, among the nations. Only through the resolute exercise of these qualities—not by any rude jostling, nor yet by any lecturing, however ingenious, oblique, or felicitous, of one nation by another—can we prompt that international mood essential to international cooperation and peace.

In Washington, a Debt Funding Commission awaits the visit in the autumn of a British delegation. This Commission is made up of some of our ablest men. Mr. Hughes, Mr. Mellon and Mr. Hoover are on it. They are justice-loving men, liberal-minded men, warm friends of Britain, and they know the difference between wisdom and folly in such a matter as the British debt to the United States. I would ask the British people to suspend judgment in this matter, pending the discussions in Washington and the final attitude of the American Congress and people.

## YOUR WHOLE WARDROBE

We will keep in good condition for less than the price of one new suit.

You will always be smart and well-dressed if you avail yourself of the

**STEAM LAUNDRY CO.**  
DRY CLEANING & DYEING SERVICE.

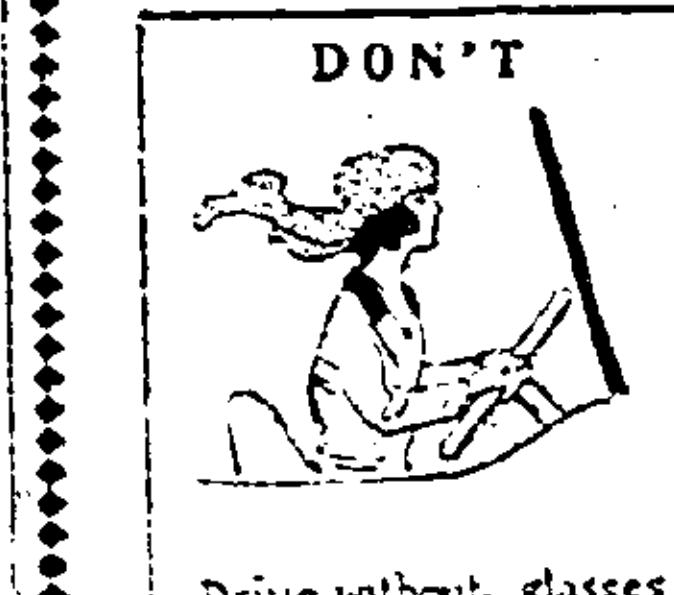
The only up-to-date Dry Cleaning Apparatus and Pressing Machinery in the Colony.

Direct European Management.

Price Lists obtainable at

**HONGKONG HOTEL OFFICE**

Head Office & Works: YAUMATI, Tel. Kowloon 32.  
Hongkong Depot: 4, Beaconsfield Arcade, Tel. Central 1279; 65, Praya East.  
Kowloon Depot: 11, Canton Road. Shaki, Canton.



Drive without glasses

**SAVE YOUR EYES.**  
**CHINESE OPTICAL CO**  
will give you the BEST ADVICE regarding your eyesight.  
67, Queen's Road Central.

## FRENCH LESSONS.

**C. MOUSSON,**  
15, Morrison Hill Road.

## TAI LEE CHAN

Established 1854.

## METAL GOODS and SUNDRY HARDWARE

Telephone Central 1993.  
119, Jersey Street.

## PERTINENT PAR.

Eat, drink and be merry, for tomorrow the landlord may come.

A soft drink turneth away the police.

Germany is wrapping candy in paper money, but this doesn't make it worth any more.

In Chicago, a man's first and second wives were both grass widows. He must be a vegetarian.

Every well-dressed man has a pair of shoes he has never worn because they are too tight for him.

In spite of longer skirts a Texas dentist pulled the wrong tooth for a girl.

Job was patient. He never waited on a train during a strike.

In La Porte, Ind., a baby born with two tongues will live. No, it is a boy.

Etiquette hint: Eating corn-on-the-cob with rouge-on-the-lip is considered bad taste.

Burbank has perfected a seedless watermelon when what we needed was a wetless shirt front.

They call them fall hats because the women fall for them.

When money goes to a man's head it touches his soft spot.

The man who thinks he was a fool when he married has a wife who knows he hasn't changed.

Health is better than wealth because no one tries to borrow it.

Swat the mosquito. He bites the hand that is feeding him.

A road hog can't decide which half of the road he wants to use.

Most of the people who can be cheerful at breakfast are not.

Lighting struck a fishing schooner. Perhaps the men were thinking up what they were going to tell when they got home.



## THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICE.

## LONDON SERVICE

(Direct)

TEIRESIAS 25th Sept. London, Amsterdam & Antwerp  
LAOMEDON 2nd Oct. London, Rotterdam & Hamburg  
ANTIOCHUS 9th Oct. London, Amsterdam & Antwerp  
HYSON 16th Oct. London, Rotterdam & Antwerp

## LIVERPOOL SERVICE

(Direct or via Continental Ports)

AJAX 16th Sept. Genoa, Marseilles & Liverpool  
HECTOR 20th Sept. Liverpool & Glasgow  
KT. TEMPLAR 5th Oct. Marseilles, Havre & Liverpool

## PACIFIC SERVICE

(via Kobe and Yokohama)

TALTHYBIUS 19th Sept. Victoria, Seattle & Vancouver  
TYNDAREUS 17th Oct. via Suez

## NEW YORK SERVICE

(via Suez or Panama)

PELEUS 5th Oct. via Suez  
AGAMEMNON 15th Oct. via Suez  
TEUCER 15th Nov. via Suez

## PASSENGER SERVICE

TEIRESIAS 25th Sept. for Singapore & London  
PYRRHUS 1st Nov. for Shanghai & Japan  
PYRRHUS 4th Dec. for Singapore & London

For Freight and Passage Rates and all other information apply to—  
**BUTTERFIELD & SWIRE**  
(JOHN SWIRE & SONS, LTD.)  
AGENTS.

## CONSIGNEES.

## NOTICE TO CONSIGNEES.

## "GLEN" LINE, LIMITED.

From UNITED KINGDOM,  
GENOA, PORT SAID,  
COLOMBO & STRAITS.

The Motor Vessel  
"GLENAMOIY"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence, and/or from the wharves, delivery may be obtained.

Goods not cleared by the 15th Sept. at 5 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined in the presence of consignees by Messrs. Goddard and Douglas, on 15th September 1922, at 10 a.m. Claims against the steamer including those for cargo short delivered must be presented on the special form provided and must also be submitted within 30 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by

JARDINE, MATHESON  
& CO., LTD.  
Agents.  
Hongkong, 11th Sept., 1922.

## CONSIGNEES.

## NOTICE TO CONSIGNEES.

## NIPPON YUSEN KAISHA.

FROM EUROPE & STRAITS  
The Company's Steamship  
"SUWA MARU"

having arrived from the above ports, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, Today.

Goods not cleared by the 15th Sept. 1922, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the consignees and the Co's representatives at an appointed hour on Tuesday and Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA.  
Agents.  
Hongkong, 11th Sept., 1922.

## EVERYBODY HAPPY—BUT YOU?

If that's how you feel your trouble most likely is constipation or disordered liver, and the remedy you need is Pinkettes, the dainty little laxatives which neither gripe nor purge.

Pinkettes restore brightness to life by gently stimulating digestion, dispelling constipation and regulating the liver, thus banishing the causes and gloom.

Try Pinkettes to-night: you'll feel better in the morning. Of chemists, or post free, at 6/6 cents the vial, from the Dr. Williams' Medicine Co., 96 Sechen Road, Shanghai.

## CONSIGNEES.

## NOTICE TO CONSIGNEES.

## THE ADMIRAL LINE.

The Steamship  
"PRESIDENT MCKINLEY"  
having arrived from Seattle Wash. via ports, on 10th inst., consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., at Kowloon, and stored at consignees' risk.

Consignees of cargo must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns, where it will be examined at 10 a.m. on 15th inst., by the Company's Surveyors, Messrs. Anderson & Ashe.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No Claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after 15th inst. will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC STEAMSHIP CO.,  
United States Shipping Board  
Emergency Fleet Corporation,  
No. 4, Des Voeux Road,  
Managing Agents.

THE ADMIRAL LINE.  
Hongkong, 11th Sept. 1922.

## NOTICE TO CONSIGNEES.

## OCEAN STEAMSHIP CO. LTD.

AND  
CHINA MUTUAL STEAM  
NAVIGATION CO. LTD.

Consignees per Co's Steamer  
"HYSON"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to terms and conditions of storage at Holt's wharf. The Cargo will be ready for delivery from Godown on and after 12th September.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 15th Sept. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 2nd October, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE.  
Agents.  
Hongkong, 12th Sept., 1922.

## FOR HAIPHONG AND HOIHOW.

Steamship for Haiphong and Hoihow every alternate Tuesday.

THE ADMIRAL LINE.

HAIPHONG

(Capt. Charles E. Page).

Apply Thos. Cook and Sons or P. Hing Tai,  
114, Wing Lok Street.

## CONSIGNEES.

## NOTICE TO CONSIGNEES.

## JAVA-PACIFIC LINE.

From SAN FRANCISCO and PORTLAND.

The Steamship  
"TJILEBOET" (12).

having arrived from the above ports, consignees of cargo by her are notified that all goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 19th Sept. 1922, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 18th September, 1922, at 10 a.m.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognized.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by

JAVA-CHINA-JAPAN LINE.  
Agents.  
Hongkong, 11th Sept., 1922.

## PROMOTION FROM THE RANKS.

## Revised Army Regulations.

Revised regulations governing promotion from the ranks to combatant commissions as second lieutenants are issued in an Army Order (254 of 1922), which states that for the present candidates from the ranks will be granted commissions only in the Cavalry, Infantry, and Royal Army Service Corps of the British Service.

The regulations provide that candidates must be British subjects, the sons of British subjects, and of pure European descent. They will be required to undergo a special course of training for about one year at the Royal Military College, Sandhurst, and to obtain a satisfactory report. The first course will begin on September 1, 1922, the second course in January, 1924, and subsequent courses in January of each year.

The maximum age of candidates for the first two courses will be twenty-four years after January, 1924. Candidates must be under twenty-two on January 1 of the year in which they are recommended. The possession of a first-class Army Certificate of Education or a Special Army Certificate of Education will be regarded as sufficient educational qualification up to January, 1924, but subsequently candidates must possess a Special Army Certificate of Education. Exceptions are made for those who have qualified for admission to the Royal Military Academy, Woolwich, the Royal Military College, Sandhurst, or the Royal Air Force Cadet College, or have passed the First Public Examination at the University of Oxford or its equivalent, or were granted a commission in the Army from an officer cadet unit during the war.

The course of training commencing in September will provide for thirty-five candidates, but in subsequent years the number of places will vary according to requirements.

A notable feature of the Derbyshire and Worcestershire match was the splendid bowling of Bostwick. He had the remarkably fine analysis of eight wickets for 19 runs, besides having two chances missed off him.

So far the following players have been invited to go to South Africa with the M.C.C. team: F. T. Mann, G. T. S. Stevens, V. W. C. Jupp, A. W. Carr, P. G. H. Fender, A. E. R. Gilligan, Livsey, Macaulay, Woolley, Mead, and Kennedy. Hobbs, it is stated, has declined the invitation to join the team.

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## THE FUTURE OF TSINGTAO.

## Are Foreigners to Have a Voice?

A Tsingtao message of the 6th inst. states:—A lively controversy has developed in the Shantung negotiations regarding foreign representation upon the municipal council and in the city government of Tsingtao, former German model city and port.

The population of the city is about 130,000 and it is the most modern city and port on the coast of Asia.

Under the Shantung treaty, negotiated at Washington, the Chinese are obliged to give foreigners a voice in the municipal government, but no definite regulation is given.

American, British, Japanese and other local foreign residents in Tsingtao express doubt of the ability of the Chinese to maintain efficiency in the modern city owing to past inexperience and weakness of the general political situation in China.

## WORLD-WIDE SPORT.

Coventry City report a loss of £736 13s 11d on the past year's working. The net gate receipts were £15,179, and the club paid £10,380 in players' wages, bonuses, and signing-on fees.

Sergeant Gutteridge, who won the three short distance races at the Scottish Command Sports won the individual championship in 1919 at Northfield. Lieut. H. Watt, the winner of the high jump, in which he tied with Army record, will be remembered as an old Dollar Academy boy who held the interscholastic high jump record at 5 ft. 5½ ins. till displaced by his brother.

Leicester are presenting to Mr. Fender the ball, suitably mounted, which he hit off not out and helped Surrey to secure 130 in 61 minutes in order to beat Leicester against time on June 9.

Rumour has it in Cardiff that A. L. Gracie, the Harlequin and Scottish international centre three-quarter, will be assisting the Cardiff Rugby Club next season.

The Edinburgh Civil Service Club, which visited Iceland, has returned to Edinburgh and the players have had interesting experiences to relate. They played five matches in Reykjavik, the capital of Iceland.

In connection with the "Sceptre Fund Auxiliary" appeal on behalf of the London Hospitals' effort to raise £500,000, Lord Astor has made an offer to give to the fund the first fees next season of Sceptre's great-grandson, Buchan (14/10), and her grandson, Craig-an-Eran (2/50). The subscription list (apart from this offer) stands at £1,055.

At the end of September international contests between amateur boxers representing Scotland and Denmark will be staged in Glasgow. The competition will be under the auspices of the United Scottish Amateur Boxing Association. The Halls Committee of Glasgow Corporation have recommended that the use of the City Hall be granted for the occasion.

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## OASES IN CHINA.

## The Three Good Tuchuns.

Although confusion of a disastrous character prevails in the greater part of China it is interesting to realize that chaos is not universal and that in certain regions there is decent rule resulting in steady economic and social development, writes Mr. David Fraser, Peking correspondent of the Times, who is at present in London.

In Chekiang province, for instance, the Tuchun, an official of the old school, is reputed to be expending all surplus revenue on the construction of roads and other public works. He maintains a considerable army, but makes his soldiers work on the enterprises in which he is engaged. He does not contribute to the Central Government, for the obvious reason that he distrusts Peking and believes he is doing better for his country by making local improvements. Brigands have few opportunities in his province, business prospers, opium is not cultivated, education is being extended, and there is security for trade. His method of government, of course, is oriental and patriarchal, and no doubt the Tuchun, incidentally, is doing very well himself. But if all China were administered like Chekiang there would be little fault to be found.

Another oasis in the desert of mal-administration is Shansi, known as the model province. Here the Tuchun is an officer of the old army, who emerged during the revolution and was locally elected to the Governorship. This position he has since retained, although often threatened by intrigue at the capital. This Tuchun likewise withholds revenue from Peking and busily devotes himself to the development of his own domain. He maintains the smallest of all the provincial armies, and nearly all of his soldiers are now engaged in making a great trunk motor road traversing the whole length of the province. Opium is reluctantly excluded, brigandage is non-existent, education is vigorously promoted, hygiene is constantly preached, and all sorts of business enterprises fostered. The Tuchun takes the keenest personal interest in affairs and works indefatigably.

THE CHRISTIAN GOVERNOR.

Yet another has been recently added to the list of good Tuchuns. As a direct result of Wu Peifu's victory over his enemies the Tuchun of Honan was dismissed and Feng Yu-hsiang, the Christian General, appointed in his stead. This officer has a great reputation for righteousness, and some years ago when his brigade was moved from its station the whole populace turned out to bid it an honourable farewell.

Usually in China the people live in terror of troops and pray for their departure, and especially fear looting in the eve of a transfer. But Feng has drilled good morals into his men and their behaviour is exemplary.

The manner in which General Feng entered the provincial capital to take up his new post is characteristic of the man and instructive of the changing mentality of the people. A new Governor is generally preceded by large bodies of troops, who line the roads and streets and carefully shield the great man from the vulgar gaze. Feng came on a bicycle, attended by an escort of half a dozen men, also on bicycles. He went straight to the local Y.M.C.A. quarters, where a public reception awaited him. Addresses of the most cordial nature were read, and in reply the General made a speech that is unique in the annals of China.

After declaring that he came to Honan not to bully and frighten

the people but to serve them, General Feng went on to confess himself a Christian and that it was his aim to do his duty as a Christian should. On the following Sunday the Tuchun attended a church in the centre of the city, where the different communions held a service of welcome and of thanksgiving that the province had been delivered from its evil rulers and a servant of God sent to preside over its destinies. In reply, General Feng chose a text and gave an address in which he referred to his conversion, which took place while he was in a missionary hospital eleven years before. The doctor had cured him of disease and would take no money for his services. The general asked for the prayers of the church that his work in the province might prosper.

## REFORMATION BEGUN.

Reform has already commenced. All the loose women have been banished from the city and the beggars housed and given work according to their capacity. The city gates have been painted with pictures illustrating the evil consequences of indulgence in opium, wine and tobacco, and of neglect of sanitation. Many of the former officials have been laid by the heels and compelled to account for public moneys.

Incidentally for the sake of cleanliness the queue has been interdicted, and the soldiers wait at the gates with scissors to catch unsuspecting countrymen, enormously to the entertainment of the more sophisticated townsmen. This is practically General Feng's first civil appointment, and he has no administrative experience but no doubt the practical qualities which have enabled him to discipline, control, and lead troops will serve him well in his new position.

Honan and Shansi both adjoin the metropolitan province. Feng Yu-hsiang is the established ally of Wu Peifu, and his neighbour, Yen Hsi-shan, of Shansi, has declared himself wholeheartedly in favour of Wu Peifu. These three worthies together, therefore, ought to wield a powerful influence for good in China, even though the politicians at Peking make a mess of reconstruction. It is unfortunate that Feng Yu-hsiang has a severe prejudice against the British. An Englishman who visited him about a year ago in Shansi was treated very cavalierly, for the explained reason that the general attributed all Japanese aggression against China to the Anglo-Japanese Alliance, under cover of which Japan did what she liked in China. With the disappearance of the alliance it is to be hoped this worthy and sincere, if somewhat narrow, man will modify his views.

General Lu Yung-hsiang of Chekiang is maintaining a neutral attitude in regard to recent developments in the North. His affiliations are naturally with some of the older official classes. But he is, above all, a practical man, possessed of considerable judgment, and he will certainly in the end range himself on the side of any Government which gives evidence of the capacity to reorganize the affairs of the nation.

From all this it will be seen that the art of government is not altogether lost in China and that there are still in the public service men of sincere and patriotic character. Also one can but reflect on the notoriously docile disposition of the Chinese, and their readiness to respond to leadership of the right kind.

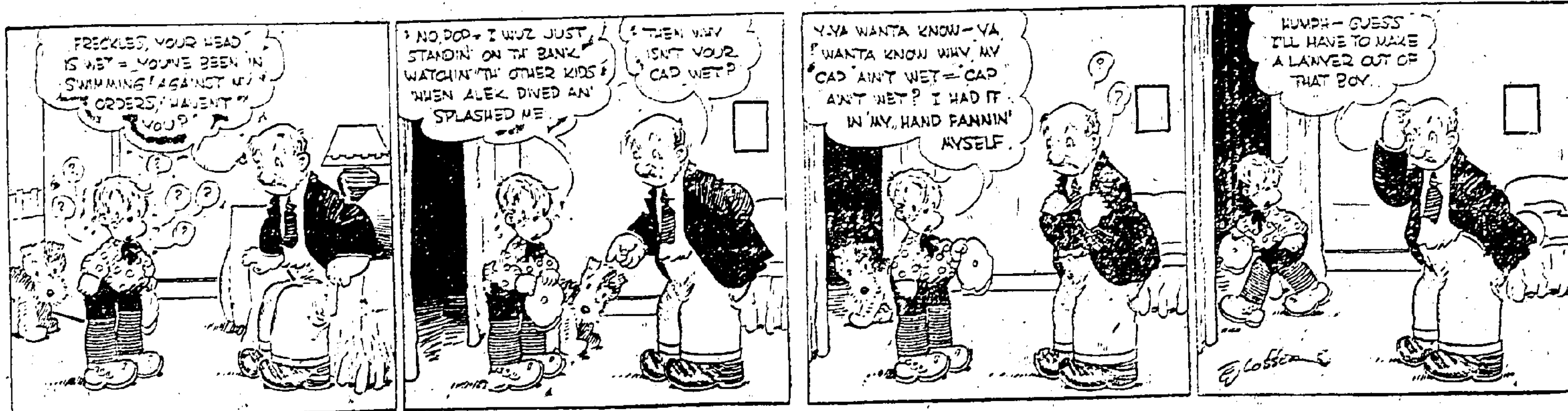
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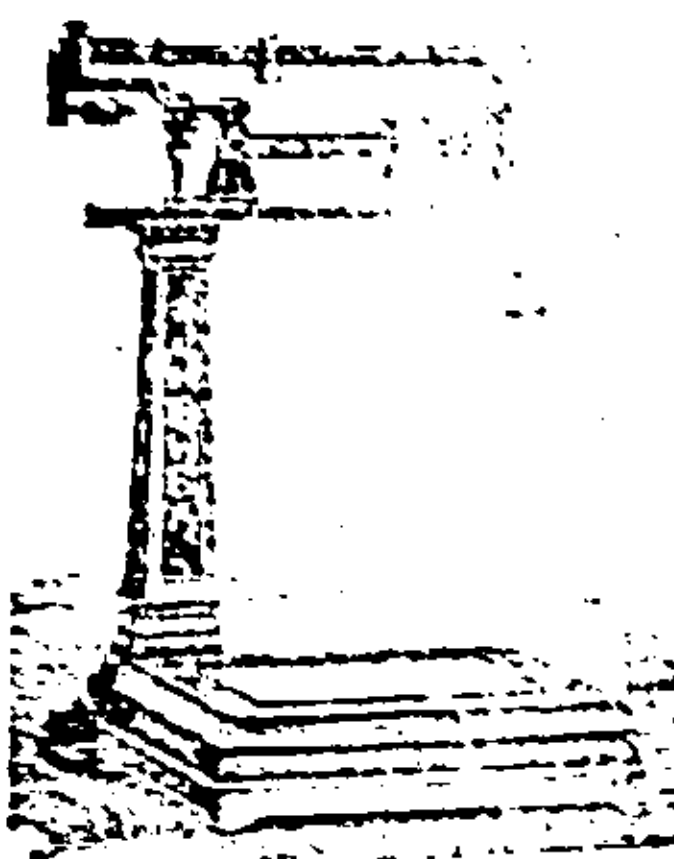
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THE  
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MACHINE.

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17, Connaught Road, Central.  
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The Telegraph.

HONGKONG, 13th Sept., 1922.

### FACTION IN CHINA.

Wonderful and weird are the permutations of Chinese politics! But a little while ago Sun Yat-sen, the Southern Idealist, and Chang Tso-lin, the Manchurian War Lord, were arrayed in singular alliance. On the opposing side stood Wu Pei-fu and Tsao Kwan, with Canton's other leader, General Chan King-ming, in general sympathy. Tsao looked the pale shadow of a Super-Tuchun in the hand of his nominal subordinate but energetic director, Wu. Perhaps it was to some extent a pose. Tsao has not the initiative and resourcefulness of the younger man, but he has astuteness enough to realize this fact, which probably impelled him to leave the conduct—and responsibility—of a hazardous undertaking to his more enterprising associate. At Chang-hsin-tien, Wu certainly inflicted a heavy, though by no means final, defeat upon the Manchurian dictator. For a moment a hope dawned that the way had been paved for clearing up the chaos that reigned in the Republic.

During the succeeding three or four months there have been spasmodic efforts, but it is difficult to discern tangible signs of reform. The re-convening of Parliament, instead of clarifying the situation, tends rather to aggravate it—in short, China remains a prey to faction. It may be that Wu Pei-fu meant well, but that, strong as he had become, his influence was not sufficiently widespread to enable him to control the country. The new ruler of Szechuen, where Wu's party has sustained a reverse, says as much. Accordingly we find the various leaders, Wu prominent among them, seeking to reinforce their positions by forming fresh groups until the lines of division criss-cross in every direction. To unravel these presents a veritable Chinese puzzle; to-day's ally was yesterday's sworn enemy and yesterday's foe has become a comrade—until the next turn of the kaleidoscope. This illustrates how artificial are the antagonisms. By this we do not mean that the hostility between the rivals may not be real enough. It is artificial because dictated, not by fixed principles, but by personal ambition—a trite dictum, yet one calling for reaffirmation.

The latest example is afforded by Wu Pei-fu's telegram (Tsao concurring) to Sun Yat-sen, his irreconcilable opponent until the other day, approving of the latter's condemnation of the autonomous federation programme of General Chan King-ming, with whom until a week or two ago Wu had been proposing an alliance. The victor of Chang-hsin-tien, be it remembered, himself spoke sympathetically of provincial aspirations in the early days following his defeat of Chang Tso-lin. A federation of autonomous provinces is now denounced as "absurd" because, says the telegram, it would leave military power in the hands of the provinces. Commenting upon General Chan's programme at the time, we remarked upon an ambiguity in it, for, while purporting to place control of the Army in the hands of the Central Government, it apparently left the provinces pretty much at liberty to raise troops. So far the objection holds good. What renders it artificial is that, instead of the question of autonomous federation being considered on principle, amending such features as conflict with the paramountcy of the Central Government, it is seized upon to create fresh lines of factional division. Apparently Wu and Tsao think it necessary to adduce some further argument in support of their attitude, so they declare that "China has been an autocratic and Imperialist country for over four thousand years"—as if the avowed object of the revolution had not been to end that tradition. There is an unconscious irony in such a reason being tendered to Sun Yat-sen, the declared champion of democracy. Were there any tokens of heartfelt conviction, of an earnest desire for co-operation in the interests of the nation, this coming together of the various leaders would be of the happiest augury; but how is it possible to feel confidence in the durability of palpable alliances?

Autonomous federation would not necessarily be a good thing in China's present state of development, nor would "the rule of the strong man"—if you could get the right one—necessarily be a bad thing. The evil is that political issues, instead of being discussed on their merits, are made the pawns of personal ambition.

### A Deadly Scourge

"Tuberculosis takes its steady toll in deaths year by year and attracts no great notice." This is the comment of Dr. Pearce on the alarming mortality from this dread scourge. The adjective is fully justified, for during last year there were no fewer than 1,894 deaths from tubercular diseases in this Colony, this being 614 more than from all the other dangerous infectious diseases, including plague, malaria, cholera, small-pox, typhoid and diphtheria. In other words, out of every 100 deaths in the Colony, 47 were from tuberculosis. These are terrible figures, and the astounding thing is, to use Dr. Pearce's phrase, that they attract "no great notice." We are aware, of course, that the chief factor in producing such a serious situation is to be found in the conditions under which so many of the poorer Chinese live. The spitting habit, also, no doubt plays a large part in the spread of the disease. But until better housing is provided and until the expectation of life can be stamped out, there are the victims of this dread disease to be considered. And we think the time has come when measures should be considered for the treatment of those stricken by this distressing but still curable complaint. Consumptives in Hongkong get a poor chance of recovery, for the simple reason that modern open-air treatment is not made available.

### Overcrowding.

That there is serious overcrowding in the native part of the city is simply shown by Dr. Pearce's report. Indeed, it is on the increase rather than otherwise. Figures prove that point. In

### DAY BY DAY.

AFTER FORTY, MEN HAVE MARRIED THEIR HABITS, AND WIVES ARE ONLY AN ITEM IN THE LIST, AND NOT THE MOST IMPORTANT.—George Meredith.

Two Sanitary Department coolies who were convicted this morning of assaulting a coolie employed by the police were each sentenced to three weeks' hard labour by Mr. N. L. Smith.

Negotiating a waterspout to reach the verandah, a burglar entered the quarters of Mr. Laidlaw, No. 1 Salford Terrace, Kowloon, sometime yesterday morning and stole money of the total of \$207.

Notifiable diseases reported last week were two of enteric fever and one each of plague and paratyphoid fever. One of the enteric cases was a Britisher, the rest Chinese. The return as now issued does not indicate the number of deaths.

Footpads set upon a fireman from the S.S. Huxapping, lying in Taikoo Dockyard, last night and robbed him of his jacket, in the pockets of which were contained a sum of \$310 and a packet of cigarettes. The victim received a blow on the back of the head, inflicted by some hard instrument, which laid him unconscious. Three men are stated to have been concerned in this highway robbery.

In connection with the University Students' Service Association, a memorial service for the late Mr. Arnold Hughes (Headmaster of Ying Wah College) is to be held in the Rhenish Mission Church, Bonham Road, on Sunday, 17th September, at 5 p.m. H.E. The Officer Administering the Government has signified his intention of being present. The Rev. T. W. Pearce, LL.D., will be the preacher.

### GOVERNMENT HOUSE.

#### Improving Kitchen and Garage.

Various additions and improvements are being carried out in connection with the kitchen and garage block at Government House. For this purpose, the 1921 Estimates included a sum of \$100,000, of which \$39,811 was spent last year. According to the annual report of the Director of Public Works, the details of the work are as follows:—

**Kitchen Block.**—The work consisted of pulling down the old kitchen and outbuildings and erecting a new block comprising kitchen, servery and servants' quarters. The tender of Messrs. Wing On for this work amounting to \$40,256.42 was accepted, the contract being signed on the 29th June.

**Garage Block.**—This work consisted of pulling down part of the old stables and outbuildings, erecting a new block comprising a garage, laundry, and Custodian's Quarters, and forming a new carriage drive and entrance gates. The tender of Messrs. Wah Lee & Co. for this work amounting to \$50,449.21 was accepted, the contract being signed on the 18th October. The foundations were laid and walls stood at a height of 8 ft. 6 in. by the end of the year.

The central Chinese portion of the city, it is calculated that there are no fewer than 851 persons to the acre, or 34 per house. This works out at an average of over ten persons per floor, which is an increase of 33 per cent in the space of ten years. It is something to the good that an improvement has been made in the stamp of native dwelling-houses, but it is, none the less, put on record that the existing law has failed to produce a really satisfactory type of Chinese house. The trouble in Hongkong is that, owing to geographical restrictions, thousands of Chinese are herded together in what are little better than human rabbit warrens. The time is coming when practically the whole of Chinatown will have to be razed to the ground. There is plenty of room on the mainland, but town-planning schemes cannot be put through in a year, or even in ten. By degrees, however, the great bulk of the native population must move across the water.

### ROUND THE TOWN.

#### (By "Gadabout.")

What's happening to our buffaloes? A little while back one got so frisky that he had to jump into the V.R.C. bath to cool his ardour. Then the other day another had a passage at arms with a motorcyclist, and in last night's paper there was a bit about one of these beasts of burden putting a coolie into hospital. In the case of the third buffalo, he met his Waterloo later on in the day when he tried conclusions with a motor-car, the latter having an easy win. After that he was taken to the slaughter house and by now he's probably somebody's soup meat. This is getting a serious matter. One of these days you'll be seeing a paragraph from the Police Court, "Bullock Cart Driver Fined For Speeding," or something of that kind. If things go on like this we shall have to get some cowboys or some terrors along to look after them. Or there might be money in it. If worked properly it might turn out no end of an attraction to tourists. "Hongkong for Big Game." "Ferocious Buffaloes Roaming in the Streets," and all that kind of thing. It only needs a little enterprise.

Have you noticed how they're getting on with the reclamation scheme? They've taken quite a slice off Morrison Hill, near Happy Valley, although knocking down a miniature mountain with the aid of pick and shovel seems to me almost like trying to bail out the Pacific with a bucket. Anyway, slowly but surely they're getting things done. A whole host of coolies hack away at the hillside and the earth which comes tumbling down is put into tip-trucks, which run on a miniature railway line below. Then a cunning little loco comes along and carts the stuff away. Crossing the road near the Police Club, then a turn to the left, then to the right, on the straight alongside the Bowring Canal, under the canal bridge, the little train—looks almost like a gigantic toy—puffs along on to the peninsula, where a whole squad of coolies proceed to dump the cargo into the sea. Then there's another crowd conducting an offensive on another part of the hill. This is taken down to the water by hand trucks; why, the lord Harry only knows. They've got a couple of engines which have been lying idle under tarpaulins for the very dickens of a time now—but, still, I suppose the powers-that-be know their own business best. A little way out is the dredger and near by are half-a-dozen junks, the coolies inside shovelling the cargo of earth overboard as if their very lives depended on it. Then some guy hammers away at a gong; and then there's an explosion. That's some big rock gone west. And so it goes on, day after day. It's a terrific sight, man against nature. It's the fight that's been going on since the Colony came into existence: the fight which transformed a barren rock into what Hongkong is to-day.

That was a jolly little concert at the K.C.C. the other night, but I must confess that I was a bit disappointed. The renovation to the Club pavilion was an obstacle, I suppose, to a similar kind of concert to those held last year, but it should have been possible to rig up some sort of a stage elsewhere and, after those all fresco evenings we had last summer, we know there is plenty of talent available to give quite a good show. And, then again, I know one or two who were rather disappointed because there wasn't any dancing. Beyond seeing a certain citizen who shall be nameless shovelling a crumbly pork pie into that orifice in his face situated a little below his nasal organ, a la chopstick fashion, I missed those delightful little snacks which you saw temptingly exposed to view (and also being heartily eaten) at concerts that have gone on before. It was terrible not having any trotters, but perhaps those who have to clean up the morning after the night before will not voice my sentiments. By the way, talking about these little delicacies, a funny incident occurred at one of the K.C.C.'s previous all fresco shows. He was inclined to be a haw-haw kind of bird. Perhaps he wore a monocle and all that kind of thing; but that I don't know. Anyway, he was a highbrow. He was with a pal. They were knocking one over (as an Aussie put it to me the other day) when he of the heights spotted the snack counter. Turning to the

### PEAK MOTOR ROAD.

#### To Extend to Victoria Gap.

Some particulars are given in the annual report of the Director of Public Works regarding new motor roads on the Hongkong side. Regarding the 20 foot road skirting the north side of the hills from Wandai Gap to Magazine Gap, it is stated that it was completed and surfaced by November, with the exception of the junction at Magazine Gap with Craigmin Road, this being temporarily held up. On a total estimate of \$76,000, there was spent up to December 31st last \$64,759.

Concerning the extension of the 20-foot road from Magazine Gap to the south end of Chamberlain Road, the report states that a contract for this work was let to Messrs. Kien On & Co. in April and, in November, a supplementary agreement was entered into with them for extending it to Victoria Gap. This road forms part of the project to provide access to the Peak District by motor. Starting at Magazine Gap, it follows the line of Craigmin Road until Craigmin West is reached, thence contouring the hillside below Craigmin Road and round Gough Hill, passing at the rear of Stewart Terrace, Peak Church, and Government Villas with a gradient of 1 in 16, it then passes under Mount Kellett Road, and attains its highest elevation of 1,351 ft. above ordnance datum near the Peak Garden. From this point it is continued to Victoria Gap with grades of 1 in 17 and 1 in 18, eventually linking up the system of motor roads planned for the western portion of the City.

The total length of this road from Magazine Gap to Victoria Gap is 1.83 miles. At the end of the year satisfactory progress had been made, the section from Magazine Gap to Stewart Terrace being practically completed. The total estimate is \$56,000, of which \$67,689 was spent up to December 31st last.

### NEW FIRE STATION.

#### Crown Agents to Secure Tenders.

Regarding the new Hongkong Fire Brigade Station, it is stated in the annual report of the Director of Public Works that several schemes have been prepared and considered. A contract was let in November last to Messrs. Po Yick and Co. for the piling and formation of foundations, amounting to \$33,240. The commencement of the work was delayed until the beginning of December, pending the clearing of the site by the occupiers. Drawings for the steel framework to accompany the tenders were prepared and forwarded to the Crown Agents for tenders.

other he said: "Eh—I say, old bean—eh—would you care to join me in—eh—a trotter?"

Those figures relating to our guardians of the law, published in the Telegraph a few days ago, were very interesting and instructive, and at first glance it would appear that we haven't so very much to grouse about. But it's all very well to tell us that in proportion to our population we've more than twice as many men as the average town at Home. There's a little difference between the average citizen at Home and out here. In the average town of half a million or so inhabitants you don't get sixteen murders in six months. In the first six months of the previous year we had twelve murders, and you would have to go a long way before you found a town at Home the size of Hongkong with that number. No, make the population; it doesn't matter a great deal whether there is one or one million living here, the number of police should be regulated according to the amount of crime. A wit suggested the other day that we ought to have one policeman for every one inhabitant. Then again, it's all very well on paper when you see that Kowloon is watched over by 35 men, out of which four are Europeans, but when you come down to hard facts it's not quite so satisfactory. When you get away from Nathan Road you can go quite a long way without seeing a policeman. Kowloon does not seem to have its fair whack, but perhaps there are better times coming when some more of those thirty-two new men from Home get out here,



# TO-DAY'S MISCELLANY.

Lord Grey's sister, Lady Sybil Grey, who has just been engaged to Mr. L. W. Middleton, once went in for gold mining. When her father, the late Lord Grey, was Governor-General of Canada she accompanied him on a trip to the Arctic goldfields, and near Dawson City, the capital of the Klondyke, she pegged out a claim and duly registered it. Her first panning out produced £5 worth of gold, and, when leaving, she arranged to have the Sybil as she named her claim, worked by deputy. Lady Sybil Grey has travelled extensively in South Africa, and early in 1915 she accompanied to Russia the Red Cross Hospital which Lady Muriel Paget organised. In Russia Lady Sybil Grey added to her varied experiences, for, with her father, she saw much adventurous life.

Is "the both" an English expression, or is it used only by the Celts who live in the Duchy of Cornwall? I ask (writes a correspondent) because I have come across the phrase several times in the works of Sir Arthur Quiller-Couch. The first time I met it was in a conversation in "Foe-Parrell," but as my landlady at that time was a Cornish woman and regularly used the phrase I attributed it to Sir Arthur's close association and sympathy with Cornwall. However, here it is again, three times in one sentence, in the new "Studies in Literature," by (mark you!) the King Edward VII. Professor of English Literature in the University of Cambridge. Speaking of Shakespeare and Shelley he says: But the both were extremely rapid writers; and as the both could afford many heavy mistakes, the both undoubtedly made them.

The vague hints of Mr. Lloyd George's intention to write his own "Life" have crystallised into statements that he intends to publish in the spring his own story of his part in the war. Although the usual "parallels" are being brought out—Dizzy's novel, Gladstone's classical researches, and so forth—the publication by a Prime Minister of so personal and political a work, partly, no doubt, as an election manifesto, has no parallel in our history. It is not necessarily an objection; history is written very quickly nowadays, and the admirers of our leading politicians tread close on the heels of contemporary history in their "Lives" and "Appreciations" of their heroes. What is of interest to the political student is the extreme difficulty of such a task. No book of the kind can be made real without free introduction of Cabinet discussions, Cabinet decisions, Cabinet differences. It is a rule that there must be no disclosure of what happens in Cabinet except by permission specifically given, of the Crown and that permission is, in fact, given by the Prime Minister. This will be a case of a Prime Minister giving permission to himself, so that he will have to rely on his own sense of what is fit and proper instead of being able to share the responsibility with another.

The gift of a very interesting portrait of Dr. Routh to Magdalen College has revived many old stories, some of them, one suspects, apocryphal, of that eccentric, old-world personality. He lived into his hundredth year, when he had been President of Magdalen for 64 years, and one of his last acts was indignantly to refuse information of any kind, to the first Universities Commission. Tuckwell, in his "Recollections of Oxford," has given a graphic picture of Routh as he himself saw him in the late thirties. "It was as a spectacle that he excited popular interest; to see him shuffle into chapel, from his lodgings a Sunday crowd assembled. The wig with tresser cap insecurely poised above it, the long cassock, ample gown, shorts, and buckled shoes; the bent form, pale, venerable face, enormous pendent eyebrows generic to antique portraits in Bodleian gallery or college halls were here to be seen alive." Routh was a picture from the past; and he personally looked up the Oxford of the Tractarians with that of Dr. Johnson. He used to relate how, as a young man, he had seen Johnson, accompanied by Boswell, scrambling up the steps of University College on their visit to Dr. Wetherell, then its master.

Although (writes a correspondent) it is true that there

is much sin in some of our petty profanities and elphin blasphemies as there is in our pukka "swear words," it is equally true that one of our commonest "swear phrases" has no wickedness in it at all—to wit, "I don't care a damn." "damn," observe, and not "damna." This phrase originated at a time when tinkers, in mending a pot or pan, put a bit of clay in one side of the hole to prevent the solder from running away when it was poured in from the other side. This little bit of clay was called a dam, and was, of course, thrown away when used as of no account. Hence the phrase "I don't care a damn," or "I don't care a tinker's dam;" but when, in a false attempt to be polite, we say, "I don't care a tinker's curse," we commit an etymological error and do an injustice to the race of tinkers, who are not specially prone to curse.

The Earl of Ypres (more familiar as Lord French), who took part in the reunion in the Flemish city held to mark the anniversary of the commencement of the third battle, has been credited with coining the popular name of "Wipers." It is rather doubtful, however, if he was really the father of the phrase, for as the name is spelt in Flemish, Yper (pronounced Y-per), and this was pointed out on all the sign-posts in the neighbourhood in 1914, it is much more likely to have come from the men of the first British divisions. Curiously enough, in the last two years of the war, its name with Tommy changed from "Wipers" to "Yeeps" and was rare indeed to hear its first nickname employed by our troops towards the end of the war.

The following par, in a Home paper is not without local interest. The policeman's lot grows more and more unhappy if we may judge by the growing complexity of the demands made upon him. How, for instance, is he to cope with the new resolution of the Surrey county authorities against "loud singing" by passengers in motor coaches. He would have known what to do if all singing had been banned, but what is the proper definition of loud singing? Would a Caruso in a motor-coach be arrested, while some tuneless person who only hummed went scot-free? And by what method is he to measure for a bench of magistrates the precise loudness of the singing which may move him to an arrest?

"Gas consumers' grievances," which have lately been filling columns after columns of the London dailies, would be aggravated if the companies were allowed to pile up profits on the scale fore-shadowed by F. A. Winsor in the lectures he delivered and the pamphlet he published when floating his Light and Heat Company. Lady Bessborough, writing to the first Earl Granville on September 7, 1897, gives a vivid picture of the "furore" caused by "Mr. Winsor, and his gas, and his patent, and his shares—these famous shares which are to make the fortune of all who hold them, and will probably involve half England in ruin, me among the rest, and prove a second South Sea Bubble. Yet it promises fair, if it did not promise too much—£100,000 quinesa for every seven guineas seems more than can be possible, but were it hundreds instead of thousands it would be immense. Seventeen thousand shares have been sold within these ten days; three, five, seven; they will be twenty, fifty, a hundred, for there is scarcely means of passing through Pall Mall for the crowds of carriages and people on foot and horseback." The capital of Winsor's Light and Heat Company—£50,000—was largely oversubscribed, but on his applying to Parliament in 1899 for a charter the application was refused, so the shareholders lost most of their money. Some of the foremost living scientists, headed by Sir Humphry Davy, expressed the opinion that coal gas could never be safely employed for street lighting. However, three years later the Gas Light and Coke Company succeeded in obtaining a charter and set about the general lighting of London with gas.

A MIXTURE. A telegram from Seoul states that a conference of Russian, Japanese, and Korean Communists will be opened at Irkutsk on September 20. The ostensible reason for the conference is the discussion of Russo-Japanese trade relations, but it is actually to be a meeting of Communists.

## CHINA COAST OFFICERS.

### Latest Changes.

Mr. Williams, from reserve, has gone supply second officer, Soochow.  
Mr. W. J. Larier, from reserve, has gone chief officer, Chungking.  
Mr. H. Tarby, chief officer, Chungking, is on reserve.  
Mr. G. S. Johnson, chief officer, Liangchow, has gone chief officer, Pakhoi.  
Mr. L. St. J. Munby, from reserve, has gone second officer, Fatsan.  
Mr. J. B. Barclay, chief engineer, Shuntien, is on reserve.  
Mr. G. Maitland, from reserve, has gone chief engineer, Shuntien.  
Mr. H. Jessop, second engineer, Tatung, is on leave.  
Mr. R. K. Burns, second engineer, Szechuan, has gone acting chief officer, Ngankin.  
Mr. W. Turner, from reserve, has gone second engineer, Tungchow.  
Mr. G. Stewart, second engineer, Tungchow, has gone second engineer, Tatung.  
Mr. J. C. Grant, from reserve, has gone third engineer, Luenyi.  
Mr. G. B. Hood, third engineer, Fengtien, has gone third engineer, Wuchang.  
Mr. N. E. French, third engineer, Kashing, has gone third engineer, Kweilin.  
Mr. A. H. Knox, third engineer, Kweilin, has gone third engineer, Kashing.  
Mr. G. W. Matthews, acting second engineer, Tungchow, is on reserve.  
Mr. W. C. Springett, from reserve, has gone third engineer, Tungchow.  
Mr. R. Bates, supply second officer, Koonshing, has signed off.  
Mr. W. P. McAllan, second officer, Wosang, has gone second officer, Koonshing.  
Mr. T. O'Hara, second officer, Koonshing, has gone second officer, Wosang.  
Captain R. V. Anderson, of the Namsang, has resigned.  
Captain H. Simpson, of the Kwaisang, has gone master, Namsang.  
Captain C. D. Nicoll, from reserve, has gone master, Kwaisang.—Shipping and Engineering.

"YPRES DAY." October 31 will in future be known as "Ypres Day," when cornflowers made by disabled soldiers will be sold in the principal streets. Part proceeds will go towards the building of a hotel at Ypres.

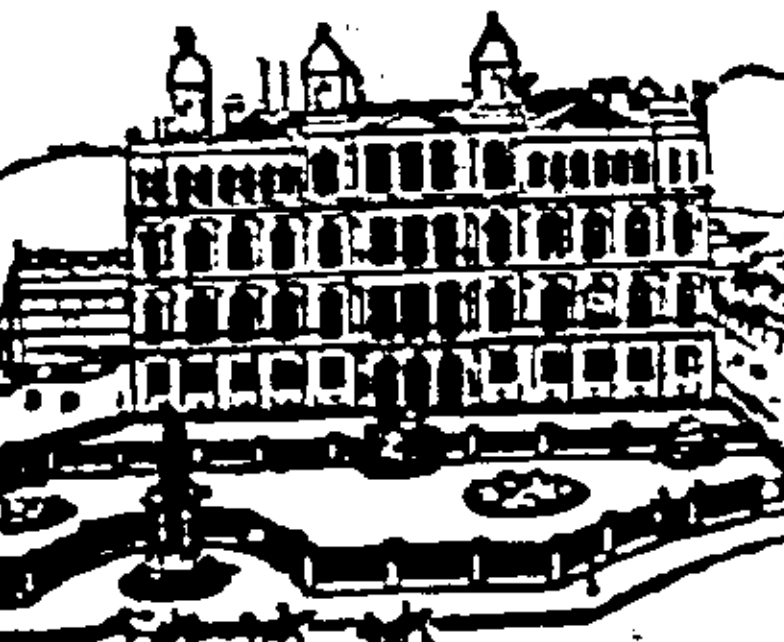
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Is it nourishing? Is it healthful?  
IT IS BOTH!

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A plentiful supply always on hand. Skim Milk is loaded with the now famous VITAMINES. Regular milk drinkers seldom suffer from diseases due to lack of Vitamines.

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PRICE 5 CENTS  
PER BOTTLE.  
(Reduced from 8 cents).

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for an inspection and we shall be pleased to show them to you.

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# 18th Century Influence in Millinery.

IF a Persian courtier of the eighteenth century came to life and went to Paris he would marvel exceedingly. Likewise would a contemporary doge of Venice. The Persian would see costumes called "Persian" that he never dreamed of, he would see embroideries such as no needlewoman of his native land ever thought of fashioning, he would see Persian turbans that would cause him to start and stare.

But it really doesn't matter. Interest of Parisians has been centring around things Persian and things Venetian, and this interest was enormously stimulated and given excuse by the Grand Prix Ball, representing a reception given in the eighteenth century by the Doge of Venice to the Persian embassy.

## ANOTHER ORIENTAL INFLUENCE.

To make the clothes a little more intricate, and also the fact that the undisputed cynosure of all eyes at several recent gatherings was Khai-Dinh of Annam, emperor of an Indo-Chinese principality, who wears gorgeous black and gold costumes and a pointed toque, and who was surrounded by a retinue of annamites, that were even more resplendently attired than their emperor.

So the season may present an interesting race between Annam, Persia, eighteenth century Venice and North Africa for supremacy in women's clothes!

From this medley of sources the milliners seem to find most promising inspiration from Persia, with Venice playing second fiddle. The Khai-Dinh of Annam and his retinue may have given suggestions for colour and rich materials, but certainly his little pagoda-roof hat couldn't compete with the milliners' against Persian and Venetian turbans.

The so-called off the face shape has been hard dying, but from what one sees in Paris now it would be safe to say that it had at last been safely interred.

## GRAND PRIX HEAD DRESSES

The two outstanding forms of headgear from the Grand Prix Ball were, of course, the Persian turban and the Venetian tricorne. Of the latter there was one made showing violet velvet draped around the head, and trimmed with red, green, purple and gold feathers.

Even more striking at the ball were the head-dresses that some one described as "animated Christmas trees." These showed a fairly close fitting cap-like turban that supported a silver tinsel device that waved glittering branches two or three feet in the air. But fortunately no one has tried to perpetuate this species of turban trimming for

for autumn. It is made not only in black and the various shades of brown that are in such good repute among milliners at present, but it appears made of velvet in all the bright colours.

## FRINGE UNDER CHIN.

One striking example of this hat that was recently worn by a smart French woman was in golden brown velvet with silk fringe of the same shade going under the chin and falling like a

cascade from the upturned brim at the back. You may not especially admire this fringe arrangement, you may want to wear your new tricorne without it—but you'll have to admit that it is novel and clever.

While turbans and tricornes have certainly won a sure place for themselves, French women have not given up the wide brimmed hat. It has been said

that the wide brimmed hat would not be taken over for autumn. It seemed highly likely to certain well-advised milliners that it would winter kill, that it would die out with the first frost. The wide-brimmed hat is in evidence, and it is scarcely narrower than the cartwheel hats of summer. Obviously it is heavier and more difficult to wear when its brim consists of two thick masses of velvet over a substantial canvas foundation.

Much has been said about Persian embroidery as trimming

resembles elaborate Persian embroidery. Sometimes actual Persian embroidery appears on these coats but more often they are trimmed with fur. Foulards printed in Persian colours and Persian designs have also called forth much admiration.

## WHAT COLOURING.

One bears rather glib reference to "Persian colourings." The red-dish tones play an important part in the Persian rainbow, apparently, but other colours are not lacking—yellows, greens, blues and purples. Often they are com-

## THIS WEEK'S RECIPE.

### Cherry Trifle.

Require: 1 sponge cake made in a border mould, 2 ozs. of loaf sugar, 1½ gill of water, 2 table-spoonfuls of sherry, 1 lb. of cherries, 2 ozs. of caster sugar, 1 gill of cream, vanilla essence.

Put the sponge cake into a glass dish. Wash and remove the stalks and stones from the cherries. Put the loaf sugar and water into a saucepan over gentle

## A USEFUL NOVELTY.

Among the most useful novelties that have appeared lately is the glove-drier.

It is one of those inventions so simple and so badly wanted that, one wonders how it remained so long unthought of.

The glove-drier is just a wire band, the wire quite pliable, so that it can be squeezed narrower or widened to fit any size of glove. After washing the gloves are carefully pulled on to a pair of driers and hung up in the air, that is all; but it avoids those shrunken, twisted fingers that one can't get into when the glove has dried. Formerly the only thing was to use a glove-stretcher, and that, unless one had infinite time and patience, was apt to be disastrous to the seams.

## JOTTINGS

The most novel parasol of the season is composed entirely of pale yellow uncured ostrich plumes. It has a black handle and a white top.

At a gathering in Deauville, where the fashionable women of the world were assembled, there was not a single black gown to

Below—Narrow bands of fur trim this jacket of Persian material, and red crepe de chine forms the lining.



Persian turban, of light velvet trimmed with red, green, purple and gold feathers.



Above—A bright red wigette at the under side of the brim and a bright blue one above it form the only trimmings on this large black velvet hat, worn with cut crystal beads and earrings.

At Left—Smart tricorne decorated in golden brown velvet, with golden brown silk fringe falling from upturned brim at back and forming odd chin strap.

Below—This wide-brimmed mauve velvet hat turns up at the front and is trimmed with gold ribbon that is loosely knotted and forms a long streamer at the right side.



Tailless ermine jacket trimmed with squares of black velvet surrounded with applique scrolls of the ermine.

general wear. The plumed turban, however, made its appearance forthwith at the races. It was made always in velvet, of bright colours, or in black trimmed with bright feathers.

There was nothing strikingly new about the tricorne brought into prominence as part of the Venetian pageantry at the Grand Prix Ball, still it has become immensely smart. The courtiers of Venice wore it embellished with metallic lace. The women at the French ball pulled it down jauntily over their foreheads, often hanging a black lace veil from one corner to another, letting it droop off the face to show the eyes and nose but concealing the mouth. You saw this fashion side by side with the other trick affected by the women in Persian costume, of wearing a short veil that hid the eyes and nose but left the chin and mouth bare.

The tricorne of velvet or of velvet trimmed with metallic embroidery has been taken over by the milliners as a highly desirable addition to their offering

for autumn millinery, and this is something of which we shall doubtless see more. For the nonce, however, the Persian turban is more often wrought in velvet, while the Persian embroidery is best displayed on the frock or wrap. The jacket that made its appearance the last days of the races and that is much admired is made of material that

is bined with gold threads in the embroidery, but sometimes the effect of gold is produced by silken threads of a rich old gold hue. This produces a richness of colour effect that you cannot very well imagine until you have seen it.

Sometimes these full short coats are of fur ermine or the white rabbit that the French call lapin.

beat, stir until the sugar has melted, then boil fast to a syrup. Add the cherries, and simmer gently for 10 minutes, strain off the syrup, add the sherry to it, and pour it with a spoon over the sponge cake. Put the cherries when cold in the centre of the cake, whip the cream, sweeten to taste, flavour with vanilla, and pile it over the cherries. Decorate with fresh cherries.

Note.—Brandy, rum, or any liqueur may be used in place of sherry.

be seen. Light colours predominated.

Bags to be carried in the evening are made of brilliant colours in chiffon velvet and brocaded velvet on satin. Usually these are mounted on silver tops and often they are jewelled.

Silver embroidery is seen on some of the most lovely new frocks. White wool embroidery on black fabrics is also very popular.









## PACIFIC SHIPPING.



## HOME VIA CANADA

Hongkong to England

From	Due	From	Due
Empress of Canada	Oct. 23	Empress of Scotland	Oct. 27
Empress of Russia	Oct. 25	Empress of France	Oct. 29
Empress of Australia	Oct. 27	Empress of India	Oct. 31
Empress of Asia	Oct. 29	Empress of Japan	Nov. 2
Empress of America	Oct. 31	Empress of Korea	Nov. 4
Empress of China	Nov. 2	Empress of Persia	Nov. 6
Empress of Egypt	Nov. 4	Empress of Greece	Nov. 8
Empress of Italy	Nov. 6	Empress of Spain	Nov. 10
Empress of Portugal	Nov. 8	Empress of Belgium	Nov. 12
Empress of Holland	Nov. 10	Empress of Prussia	Nov. 14
Empress of Saxony	Nov. 12	Empress of Bavaria	Nov. 16
Empress of Württemberg	Nov. 14	Empress of Baden	Nov. 18
Empress of Hesse	Nov. 16	Empress of Mecklenburg	Nov. 20
Empress of Schleswig	Nov. 18	Empress of Holstein	Nov. 22
Empress of Lauenburg	Nov. 20	Empress of Oldenburg	Nov. 24
Empress of Brunswick	Nov. 22	Empress of Hanover	Nov. 26
Empress of Saxony	Nov. 24	Empress of Prussia	Nov. 28
Empress of Bavaria	Nov. 26	Empress of Saxony	Nov. 30
Empress of Württemberg	Nov. 28	Empress of Baden	Dec. 2
Empress of Hesse	Nov. 30	Empress of Mecklenburg	Dec. 4
Empress of Schleswig	Dec. 2	Empress of Holstein	Dec. 6
Empress of Lauenburg	Dec. 4	Empress of Oldenburg	Dec. 8
Empress of Brunswick	Dec. 6	Empress of Hanover	Dec. 10
Empress of Saxony	Dec. 8	Empress of Prussia	Dec. 12
Empress of Bavaria	Dec. 10	Empress of Saxony	Dec. 14
Empress of Württemberg	Dec. 12	Empress of Baden	Dec. 16
Empress of Hesse	Dec. 14	Empress of Mecklenburg	Dec. 18
Empress of Schleswig	Dec. 16	Empress of Holstein	Dec. 20
Empress of Lauenburg	Dec. 18	Empress of Oldenburg	Dec. 22
Empress of Brunswick	Dec. 20	Empress of Hanover	Dec. 24
Empress of Saxony	Dec. 22	Empress of Prussia	Dec. 26
Empress of Bavaria	Dec. 24	Empress of Saxony	Dec. 28
Empress of Württemberg	Dec. 26	Empress of Baden	Dec. 30
Empress of Hesse	Dec. 28	Empress of Mecklenburg	Jan. 1
Empress of Schleswig	Dec. 30	Empress of Holstein	Jan. 3
Empress of Lauenburg	Jan. 1	Empress of Oldenburg	Jan. 5
Empress of Brunswick	Jan. 3	Empress of Hanover	Jan. 7
Empress of Saxony	Jan. 5	Empress of Prussia	Jan. 9
Empress of Bavaria	Jan. 7	Empress of Saxony	Jan. 11
Empress of Württemberg	Jan. 9	Empress of Baden	Jan. 13
Empress of Hesse	Jan. 11	Empress of Mecklenburg	Jan. 15
Empress of Schleswig	Jan. 13	Empress of Holstein	Jan. 17
Empress of Lauenburg	Jan. 15	Empress of Oldenburg	Jan. 19
Empress of Brunswick	Jan. 17	Empress of Hanover	Jan. 21
Empress of Saxony	Jan. 19	Empress of Prussia	Jan. 23
Empress of Bavaria	Jan. 21	Empress of Saxony	Jan. 25
Empress of Württemberg	Jan. 23	Empress of Baden	Jan. 27
Empress of Hesse	Jan. 25	Empress of Mecklenburg	Jan. 29
Empress of Schleswig	Jan. 27	Empress of Holstein	Jan. 31
Empress of Lauenburg	Jan. 29	Empress of Oldenburg	Feb. 2
Empress of Brunswick	Jan. 31	Empress of Hanover	Feb. 4
Empress of Saxony	Feb. 2	Empress of Prussia	Feb. 6
Empress of Bavaria	Feb. 4	Empress of Saxony	Feb. 8
Empress of Württemberg	Feb. 6	Empress of Baden	Feb. 10
Empress of Hesse	Feb. 8	Empress of Mecklenburg	Feb. 12
Empress of Schleswig	Feb. 10	Empress of Holstein	Feb. 14
Empress of Lauenburg	Feb. 12	Empress of Oldenburg	Feb. 16
Empress of Brunswick	Feb. 14	Empress of Hanover	Feb. 18
Empress of Saxony	Feb. 16	Empress of Prussia	Feb. 20
Empress of Bavaria	Feb. 18	Empress of Saxony	Feb. 22
Empress of Württemberg	Feb. 20	Empress of Baden	Feb. 24
Empress of Hesse	Feb. 22	Empress of Mecklenburg	Feb. 26
Empress of Schleswig	Feb. 24	Empress of Holstein	Feb. 28
Empress of Lauenburg	Feb. 26	Empress of Oldenburg	Mar. 1
Empress of Brunswick	Feb. 28	Empress of Hanover	Mar. 3
Empress of Saxony	Mar. 1	Empress of Prussia	Mar. 5
Empress of Bavaria	Mar. 3	Empress of Saxony	Mar. 7
Empress of Württemberg	Mar. 5	Empress of Baden	Mar. 9
Empress of Hesse	Mar. 7	Empress of Mecklenburg	Mar. 11
Empress of Schleswig	Mar. 9	Empress of Holstein	Mar. 13
Empress of Lauenburg	Mar. 11	Empress of Oldenburg	Mar. 15
Empress of Brunswick	Mar. 13	Empress of Hanover	Mar. 17
Empress of Saxony	Mar. 15	Empress of Prussia	Mar. 19
Empress of Bavaria	Mar. 17	Empress of Saxony	Mar. 21
Empress of Württemberg	Mar. 19	Empress of Baden	Mar. 23
Empress of Hesse	Mar. 21	Empress of Mecklenburg	Mar. 25
Empress of Schleswig	Mar. 23	Empress of Holstein	Mar. 27
Empress of Lauenburg	Mar. 25	Empress of Oldenburg	Mar. 29
Empress of Brunswick	Mar. 27	Empress of Hanover	Mar. 31
Empress of Saxony	Mar. 29	Empress of Prussia	Apr. 2
Empress of Bavaria	Mar. 31	Empress of Saxony	Apr. 4
Empress of Württemberg	Apr. 2	Empress of Baden	Apr. 6
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Empress of Hesse	Apr. 18	Empress of Mecklenburg	Apr. 22
Empress of Schleswig	Apr. 20	Empress of Holstein	Apr. 24
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Empress of Brunswick	Apr. 24	Empress of Hanover	Apr. 28
Empress of Saxony	Apr. 26	Empress of Prussia	Apr. 30
Empress of Bavaria	Apr. 28	Empress of Saxony	May 2
Empress of Württemberg	Apr. 30	Empress of Baden	May 4
Empress of Hesse	May 2	Empress of Mecklenburg	May 6
Empress of Schleswig	May 4	Empress of Holstein	May 8
Empress of Lauenburg	May 6	Empress of Oldenburg	May 10
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Empress of Saxony	May 10	Empress of Prussia	May 14
Empress of Bavaria	May 12	Empress of Saxony	May 16
Empress of Württemberg	May 14	Empress of Baden	May 18
Empress of Hesse	May 16	Empress of Mecklenburg	May 20
Empress of Schleswig	May 18	Empress of Holstein	May 22
Empress of Lauenburg	May 20	Empress of Oldenburg	May 24
Empress of Brunswick	May 22	Empress of Hanover	May 26
Empress of Saxony	May 24	Empress of Prussia	May 28
Empress of Bavaria	May 26	Empress of Saxony	May 30
Empress of Württemberg	May 28	Empress of Baden	Jun 1
Empress of Hesse	May 30	Empress of Mecklenburg	Jun 3
Empress of Schleswig	Jun 1	Empress of Holstein	Jun 5
Empress of Lauenburg	Jun 3	Empress of Oldenburg	Jun 7
Empress of Brunswick	Jun 5	Empress of Hanover	Jun 9
Empress of Saxony	Jun 7	Empress of Prussia	Jun 11
Empress of Bavaria	Jun 9	Empress of Saxony	Jun 13
Empress of Württemberg	Jun 11	Empress of Baden	Jun 15
Empress of Hesse	Jun 13	Empress of Mecklenburg	Jun 17
Empress of Schleswig	Jun 15	Empress of Holstein	Jun 19
Empress of Lauenburg	Jun 17	Empress of Oldenburg	Jun 21
Empress of Brunswick	Jun 19	Empress of Hanover	Jun 23
Empress of Saxony	Jun 21	Empress of Prussia	Jun 25
Empress of Bavaria	Jun 23	Empress of Saxony	Jun 27
Empress of Württemberg	Jun 25	Empress of Baden	Jun 29
Empress of Hesse	Jun 27	Empress of Mecklenburg	Jul 1
Empress of Schleswig	Jun 29	Empress of Holstein	Jul 3
Empress of Lauenburg	Jul 1	Empress of Oldenburg	Jul 5
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Empress of Bavaria	Jul 21	Empress of Saxony	Jul 25
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Empress of Hesse	Jul 25	Empress of Mecklenburg	Jul 29
Empress of Schleswig	Jul 27	Empress of Holstein	Aug 1
Empress of Lauenburg	Jul 29	Empress of Oldenburg	Aug 3
Empress of Brunswick	Aug 1	Empress of Hanover	Aug 5
Empress of Saxony	Aug 3	Empress of Prussia	Aug 7
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Empress of Bavaria	Aug 19	Empress of Saxony	Aug 23
Empress of Württemberg	Aug 21	Empress of Baden	Aug 25
Empress of Hesse	Aug 23	Empress of Mecklenburg	Aug 27
Empress of Schleswig	Aug 25	Empress of Holstein	Aug 29
Empress of Lauenburg	Aug 27	Empress of Oldenburg	Sep 1
Empress of Brunswick	Aug 29	Empress of Hanover	Sep 3
Empress of Saxony	Aug 31	Empress of Prussia	Sep 5
Empress of Bavaria	Sep 3	Empress of Saxony	Sep 7
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Empress of Schleswig	Sep 23	Empress of Holstein	Sep 27
Empress of Lauenburg	Sep 25	Empress of Oldenburg	Sep 29
Empress of Brunswick	Sep 27	Empress of Hanover	Oct 1
Empress of Saxony	Sep 29	Empress of Prussia	Oct 3
Empress of Bavaria	Sep 31	Empress of Saxony	Oct 5
Empress of Württemberg	Oct 3	Empress of Baden	Oct 7
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Empress of Schleswig	Nov 4	Empress of Holstein	Nov 8
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Empress of Hesse	Feb 22	Empress of Mecklenburg	Feb 26
Empress of Schleswig	Feb 24	Empress of Holstein	Feb 28
Empress of Lauenburg	Feb 26	Empress of Oldenburg	Mar 1
Empress of Brunswick	Feb 28	Empress of Hanover	Mar 3
Empress of Saxony	Mar 1	Empress of Prussia	Mar 5
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Empress of Saxony	Mar 29	Empress of Prussia	Apr 2
Empress of Bavaria	Mar 31	Empress of Saxony	Apr 4
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Empress of Schleswig	Apr 6	Empress of Holstein	Apr 10
Empress of Lauenburg	Apr 8	Empress of Oldenburg	Apr 12
Empress of Brunswick	Apr 10	Empress of Hanover	Apr 14
Empress of Saxony	Apr 12	Empress of Prussia	Apr 16
Empress of Bavaria	Apr 14	Empress of Saxony	Apr 18
Empress of Württemberg	Apr 16	Empress of Baden	Apr 20
Empress of Hesse	Apr 18	Empress of Mecklenburg	Apr 22
Empress of Schleswig			



Shipping to Europe, Australia, and other Ports.

# P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

COMPANIES INCORPORATED IN ENGLAND  
 TO  
 STRAITS, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MATRICES, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.  
 PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS (UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hong-kong (about)	Destination
NOVARA	8,850	13 Sept. 11 a.m.	Str. Aden, P. Said, Mar. L'don
SOU DAN	8,605	22nd Sept.	S'pore, Pang, C'ho & B'bay
MALDONIA	11,000	27th Sept.	B'bay, M'les, L'don, A'werp
KALYAN	9,000	11th Oct.	M'les, London & Antwerp
MAINTA	11,000	25th Oct.	B'bay, M'les, L'don, A'werp
DONGOLA	8,600	8th Nov.	M'les, London & Antwerp

## BRITISH INDIA-APCAR SAILINGS (South)

TAKAPA	16,940	13 Sept. 1 p.m.	Calcutta via S'pore, Penang
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## EASTERN &amp; AUSTRALIAN SAILINGS (South)

ARAFURA	16,000	5th Oct.	Manila, Thurs. Island, Teville, Brisbane, Sydney & Melbourne
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For further information apply to—  
 NIPPON YUSEN KAISHA, Ltd. Central Nos. 292 & 293. K. H. KAMEI, Manager.

## SAILINGS TO SHANGHAI &amp; JAPAN.

EGRA	5,105	13th Sept. 7 a.m.	Amoy, Japan
JAPAN	6,052	22nd Sept.	Japan
MAINTA	10,902	24th Sept.	Shanghai & Japan
DONGOLA	8,600	7th Oct.	Shanghai & Japan

All dates are approximate and subject to alteration without notice.  
 WIRELESS ON ALL STEAMERS.  
 Passengers' baggage must be taken on board 24 hours before sailing.  
 For Passage Rates, Handbooks, Freight, etc., apply to

## MACKINNON, MACKENZIE &amp; CO.

# GLEN AND SHIRE.

ROUTINE SERVICE OF STEAMERS.

U.K., STRAITS, CHINA &amp; JAPAN Service.

## OUTWARDS.

Vessel	Due Hongkong
S.S. GLENADIE	23rd September
S.S. GLENNAVY	25th September
S.S. GLENAPP	5th October

## HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
S.S. GLENADIE	24th Sept. 10 a.m.	GOA, L'DON, A'WERT, H'BURG
S.S. GLENNAVY	26th Sept. 10 a.m.	GOA, L'DON, A'WERT, H'BURG

Movements are subject to change without notice.  
 For freight or further particulars please apply to—

## JARDINE, MATHESON &amp; CO., LTD.

## THE GLEN LINE, LTD.

AGENTS  
 Telephone Central No. 315, 316, 317, 318 and 319

## JAVA-CHINA-JAPAN LIJN.

REGULAR FORTNIGHTLY SERVICE BETWEEN  
 JAVA, CHINA and JAPAN.

Steamer	From	Expected in Hongkong	Will depart on	For
Tjilatjap	Java	13th Sept.	14th Sept.	Saigon
Tjikini	Java	15th Sept.	16th Sept.	Japan
Tjisalak	Java	17th Sept.	18th Sept.	Java
Tjondani	Java	19th Sept.	20th Sept.	Shanghai

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.  
 For Freight and Passage apply to the

## Java-China-Japan Lijn.

Telephone Central No. 1574  
 York Buildings.

# HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

## HONGKONG-CANTON LINE.

Sailings—To Canton daily at 8 a.m. & 10 p.m. (Sun. 10 p.m. only)  
 From Canton daily at 8 a.m. & 5 p.m. (Sundays 5 p.m. only)

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

Sailings to Macao Daily at 8 a.m. & 2 p.m. (Sundays at 8 a.m. only)  
 Sailings from Macao Daily at 8 a.m. & 2 p.m. (Sun. at 5 p.m. only)

Further information may be obtained at the Company's office, 4A Des Voeux Road Central, Messrs. Thos. Cook & Son or the American Express Company, Hongkong.

Shipping to Europe, Australia, and other Ports.

# N. Y. K.

SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via S'hai & Japan ports.  
 Through Bills of Lading issued in all Overland Common Points in U.S.A. & Canada.  
 IYO MARU ... (Calling Keelung) Sat. 16th Sept. at 11 a.m.  
 SHIDEZOKA MARU ... Saturday, 30th Sept. at 11 a.m.  
 MARSEILLES, LONDON & ANTWERP via Singapore, etc.  
 ATSUTA MARU ... Friday, 15th Sept. at 11 a.m.  
 KASHIMA MARU ... Friday, 29th Sept. at 11 a.m.  
 IAMBURU via LONDON, ROTTERDAM.  
 MATSUMOTO MARU ... Tuesday, 25th September.  
 LIVERPOOL & GLASGOW via MARSEILLES.  
 SYDNEY & MELBOURNE via Manila, etc.  
 TANGO MARU ... Tuesday, 19th Sept. at 11 a.m.  
 YOSHINO MARU ... Tuesday, 17th Oct. at 11 a.m.  
 NEW YORK VIA PANAMA.  
 LYONS MARU ... Thursday, 14th September.  
 RIO DE JANEIRO, SANTOS & BUENOS AIRES via Cape.  
 KANAGAWA MARU ... Tuesday, 3rd October.  
 SOMBA via Singapore, Penang & Colombo.  
 SANUKI MARU ... Monday, 25th September.  
 CALCUTTA via Singapore, Penang & Rangoon.  
 HAKODATE MARU ... Wednesday, 20th Sept.  
 YAGASAKI, KOBE & YOKOHAMA.  
 YOSHINO MARU ... Thursday, 14th Sept. at 11 a.m.  
 SHANGHAI, KOBE & YOKOHAMA.  
 TAMBA MARU ... (Omitting Shanghai) Monday, 18th Sept.  
 YAMAGATA MARU ... Monday, 18th Sept.

For further information apply to—  
 NIPPON YUSEN KAISHA, Ltd. Central Nos. 292 & 293. K. H. KAMEI, Manager.

# DODWELL & CO., LTD.

REGULAR SAILINGS TO NEW YORK & BOSTON  
 FOR NEW YORK & BOSTON.

## LLOYD TRIESTINO.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

RUIME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

## FOR SHANGHAI.

S.S. "TRIESTE" ... Sailing on or about 5th October.

## FOR BRINDISI, VENICE &amp; TRIESTE.

Via Singapore, Penang and Colombo.

S.S. "PERSIA" ... Sailing on or about 23rd September.

S.S. "TRIESTE" ... Sailing on or about 22nd October.

Passengers' Luggage can be insured at the office of the Agents.

## NATAL LINE OF STEAMERS.

Regular Passenger and Cargo Service.

## FROM CALCUTTA TO SOUTH AFRICAN PORTS.

S.S. "UMLAZI" ... Sailing on or about 21st October.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

## DODWELL &amp; CO., LTD.

Telephone Central 1030. Agents.

## AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.  
 SAILING (SUBJECT TO ALTERATION):

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
TAIWAN	30th Sept.	4th Oct.
CHANGSHA	15th Oct.	2nd Oct.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

## Butterfield &amp; Swire.

(JOHN SWIRE & SONS, LTD.)  
 Agents.

Telephone Central No. 36.

## "ELLERMAN" LINE.

(Ellerman & Bucknall S.S. Co., Ltd.)

UNITED KINGDOM & CONTINENT SERVICE.

## OUTWARDS.

"City of Tokio" ... 20th Oct. ... S'hai, Kobe & Yokohama.

## HOMEWARDS.

"City of Yokohama" ... 30th Sept. ... L'don, A'werp, H'Burg & Leith.

## PASSENGER SERVICE.

"City of Paris" ... Mid. Dec. ... Marseilles & London.

"City of York" ... Beg. Feb. ...

"City of Simla" ... Mid. March. ...

"City of Poona" ... Mid. April. ...

Subject to change without notice.

For further particulars apply to

## REISS &amp; CO.

CANTON.

## THE BANK LINE, LTD.

(Tel. Central 80).

## COASTAL SHIPPING.

# INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
TIENSIN	Cheongshing	Thurs. 14th Sept. at 4 p.m.
N'CHWANG & Amung	Waishing	Fri. 15th Sept. at noon.
MANILA	Loongsang	Fri. 15th Sept. at 3 p.m.
TTAO via S'how & S'hai Tingsang	Sun. 17th Sept. at noon.	
TTAO via S'how & S'hai Fookshing	Tues. 19th Sept. at noon.	
BANGKOK via Swatow Chaksang	Tues. 19th Sept. at noon.	
TTAO via S'how & S'hai Hopsang	Thurs. 21st Sept. at noon.	
SANDAKAN	Mausang	Fri. 22nd Sept. at 2 p.m.
STRAITS & Calcutta	Fooksang	Mon. 25th Sept. at 3 p.m.
BANGKOK via Swatow Drufar	Tues. 26th Sept. at noon.	
HAIPHONG via Hoihow Wingsang	Wed. 27th Sept. at 8 a.m.	
STRAITS & Calcutta	Kutsang	Sat. 30th Sept. at 3 p.m.
SOBE	Laisang	Thurs. 5th Oct. at noon.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon. SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passenger and cargo, calling at Hoihow when inducement offers.

HORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENSIN LINE.—A regular service is run from March to Nov. between Hongkong & Tientsin calling at Weihaiwei & Chafoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

## CALCUTTA LINE.

S.S. "Fooksang" will be despatched on or about Monday, 15th Sept. at 1 p.m. for SINGAPORE, PENANG & CALCUTTA. Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

## JARDINE MATHESON &amp; CO., LTD.

Telephone Central No. 215. General Managers.

# C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Steamers	To Sail
HAIPHONG	14th Sept. at d'light.
AMOY & SHANGHAI	14th Sept. at 9 a.m.
SWATOW & AMOY	14th Sept. at 4 p.m.
W'WEL C'FOO & N'hwang Hanchow	15th Sept. at d'light.
AMOY, M'LA, C'BU, T'LO	16th Sept. at d'light.
SHANGHAI & TSINGTAO	16th Sept. at 4 p.m.
W'WEL CHEFOO & T'LO	16th Sept. at 4 p.m.
SWATOW & SINGAPORE	17th Sept. at 4 p.m.
SHANGHAI	17th Sept. at 4 p.m.
SWATOW & BANGKOK	17th Sept. at 4 p.m.
SWATOW & TSINGTAO	19th Sept. at 4 p.m.
SHANGHAI & TSINGTAO	19th Sept. at 4 p.m.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (twice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kot via S'hai.

For Freight or Passage apply to

## BUTTERFIELD &amp; SWIRE.

(John Swire & Sons, Ltd.)  
 AGENTS.

Telephone Central No. 36.

Cargo and baggage can be insured at the above office.

# DOUGLAS STEAMSHIP CO., LTD.

HONGKONG &amp; SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns, (Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Haihong	W. C. Parvmore	FRI. 15th Sept. at 1 p.m.
Haihong	W. S. Turnbull	TUES. 19th Sept. at 1 p.m.
Haihong	J. S. Thomson	FRI. 22nd Sept. at 1 p.m.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

## Douglas Lapraik &amp; Co.,

General Managers.

# NANYO YUSEN KAISHA.

The South Sea Mail S.S. Co., Ltd.)

REGULAR FORTNIGHTLY SERVICE

between

JAPAN, HONGKONG &amp; JAVA.

For Batavia, Samarang & Sourabaya.

S.S. SAMARANG MARU Sailing on or about 23rd Sept.

For Moji, Kobe & Yokohama.

S.S. CHERIBON MARU Sailing on or about 23rd Sept.

For further particulars please apply to—

## K. SUZUKI,

Manager.

Tel. Central No. 2206.  
 Second Floor, Prince's Building.

## SHIPPING NEWS.

GERMAN GOODS FOR AUSTRALIA.  
 As a result of the pending removal of the Australian import duty on German goods, states the Hamburger Nachrichten, the Holland-Australian Line have resumed their regular monthly service from Hamburg to Australia, via Antwerp and Genoa.

## CHINA-AUSTRALIA

## STEAMSHIP CO.

A company styled the China-Australia Steamship Co., Ltd., has been registered in Sydney (N.S.W.) with an authorised capital of £150,000. It is to acquire the interests at present held in the name of W. J. L. Lou, trading as the China-Australia Mail S.S. Line.

## SELF-TRIMMING SHIP.

Someone—an American—suggests a self-trimming ore ship of a wholly new type—one which can be discharged by being lifted out of the dock and turned upside down. This, it is said, could be done, and the vessel could be ready for starting on her next voyage, all within half an hour. It is an American idea.

## STEAMER AS WHALING

## FACTORY.

An interesting reconstruction job is promised in the conversion of the Harrison Line steamer Politician into a whaling factory, for service at South Georgia. The vessel, which has been sold to Scottish owners, will be the largest yet used for whaling purposes, her deadweight being in the neighbourhood of 11,000 tons.

## NOTICE TO MARINERS.

Notice is given that the following Light-buoys of the Yangtze River, between Vine Point and Cooper Bank Crossing, have been moved owing to the erosion of the river's banks:—Vine Point Light-buoy has been moved, and from the new position of the beacon Langshan Pagoda bears N. 63° 59' E., distant 1.3 miles; Channel Light-buoy has been moved, and from the new position of the beacon Kiushan Quon Beacon bears S 36½° W., distant 0.96 mile.

## Y. K. R. ARRANGEMENTS.

Mr. John J. Gorman, has been made Northwest General Manager (at Seattle) of the Yamashita Company, which will represent the powerful Yamashita Kisen Kaisha. The appointment means extension of operations to this port and the Columbia River by the Company, and increase of vessels of this service to Seattle from four ships to at least eleven big carriers. It is proposed to establish a semi-monthly sailing from Portland and Seattle to the Orient, including the ports of Kobe, Yokohama, Osaka, Moji, Hongkong, Shanghai, Amoy, Swatow, Tientsin, Tsingtao, Sydney, Bombay, Somatraya, Dairen and Bangkok.

## U.S. OFFICERS PAY INCREASED.

Masters and other officers of American Shipping Board passenger liners operated between the United States and Japan East are to receive increases in pay by reason of a recent ruling of the United States Shipping Board. Under the increases granted, captains will receive G. \$5,000 a year instead of G. \$3,730 which they are now receiving. Salaries of chief engineers are being raised from G. \$3,420 to G. \$4,000 and of chief officers from G. \$2,400 to G. \$2,700. Corresponding increases are granted to the other deck and engine room officers of the 555-forters. Under the new increase was order 4 officers of the Canadian Pacific trans-Pacific liners, it is said, were drawing higher salaries than the officers of the Shipping Board's liners. This disparity is overcome by the increases now granted.

## MERCANTILE MARINE

## MASTERS' FUND.

Information just received from Home states that contributions to the Mercantile Marine Masters' and Officers' Relief Fund have been steadily flowing in during the past few months, the Mercantile Marine Service Association having been the means, through the generosity of its friends, of augmenting the fund's resources by no less a sum than £3,474 & 7d. The Council express its gratitude to those marine superintendents, masters and officers who have helped the fund. The recent augmentation of £1,000 from the King George's Fund for Sailors has improved matters a little, but this sum, it is pointed out, is only to relieve cases of distress amongst masters and officers of the Mercantile Marine who are in distress is directly due to sickness or disability from war service or injuries; to assist in the education of children and to relieve any other distress not actually arising out of or attributable to unemployment.



## CAPITAL SHIPS.

## Sir Percy Scott on Their "Uselessness."

Admiral Sir Percy Scott writes to the *Times* as follows: In your issue of this morning I see that my friend Admiral Waymouth has a "co" at me. Let them all come! I do not know why the gallant Admiral singles me out for attack. There are plenty of other officers who consider that the battleship is obsolete. But I regard his attack as a compliment.

Admiral Waymouth says that my arguments are only destructive, that they are without any proper or reasoned line, and that they only bring ridicule upon me. This is quite mild in comparison with what was said of me a month before the war commenced, when I ventured to explain what the submarine could and would do. I was regarded as mad, and every style of abuse was heaped upon me, but I am still alive and able to laugh at my friend Admiral Waymouth's attack.

People are sometimes annoyed when they cannot answer a question, and that is the position of a great many now, including their Lordships the Commissioners of the Admiralty. They cannot tell us, or at any rate have not told us, what useful role the proposed battleships will play in a war with any European Power. I do not know, and neither do I know where we can hide them in war time.

I believe only eight reasons have been put forward for building these two battleships. Here they are, and under them are my replies. I have come out into the open, as Admiral Waymouth suggests I should. I am offering myself as his or any one else's "Aunt Sally." They can all have a account if they knock me over. The eight reasons urged as to why it is necessary to build two more battleships and my answers to them are:—

(1) That if we do not build these two ships we shall lose prestige.

Why should we be a prestige? Is not building a class of vessels of many distinguished naval officers have pronounced to be obsolete?

(2) That the construction of battleships was recommended by a political committee one and a half years ago.

If this political committee were not naval experts, and they were not, their opinion can carry no weight. In the last year and a half the method of attacking ships has been greatly developed.

(3) That the battleships are still the backbone of a fighting fleet. If this is so, why can no one tell the country what useful role they will play if we go to war with a European Power, or any other Power? Surely the backbone must play some part.

(4) That a battleship can defend herself against air attack by using anti-air guns.

This is a statement that can only be argued by artillery experts. I think that they would reply that a battleship, by reason of her steady platform, would have little or no chance of hitting an aeroplane.

(5) That only a battleship can sink a battleship.

During the late war fourteen battleships were sunk, but not one of them by a battleship.

(6) That battleships will play the same role in the future that they have played in the past. It must be admitted that in the last war our concern was not so much as to what battleships would play as to where we could put them to avoid destruction by submarines. It looks, as regards this point, as though we shall have worse trouble in the future.

(7) That battleships can be given a reasonable protection against all known forms of attack, not only present, but what future developments may bring about during the next ten years.

This statement is so fanciful that it requires no answer.

(8) Lord Selborne has stated that he did not believe that either aircraft or submarines would drive battleships from the sea.

We must believe in what has been done. During the war, of the appearance of submarines in the Mediterranean, the Queen Elizabeth was ordered home post haste; the battle ships ran away to Mudros and landed merchant ships alongside them to save themselves from being torpedoed.

The eight reasons for building two more battleships I believe, include all that have been put forward. I regard them all as

## LABOUR OBJECTION TO FREEMASONRY.

## No Politics in the Craft.

In recent years a determined effort has been made on more than one occasion by a section of the Labour Party to inhibit any of its members, who happen to be Freemasons, from holding any official position in the party, even as branch secretary, treasurer, or member of a committee. The recent attempt to enforce this restriction came shortly after a special appeal to all who earned their livelihood by labour, whether mental or physical, and were in sympathy with its aims, to become members of the Labour Party, as many of all ranks, business, clerical, and others, some of whom are also Freemasons, have done.

It is difficult to fathom the reason for this opposition, even among a minor section of Labour, writes a correspondent in the *Times*. The idea underlying Freemasonry throughout all its ceremonies is work, from which none is exempt. It has connection with, or descent from, the medieval building corporations, the members of which, of course, were Catholics, and like them, it has a religious character. A lodge, when it is in session, is described technically as being at work, and it is surely not possible that the objection to Freemasonry on the part of a small minority of the Labour Party—as two ballots have proved the objection to be—arises from the fact that the craft is in opposition to lawlessness and anarchy and requires from each of its members an obligation that he shall patiently submit to the duly constituted civil authority, and obey and support the laws of the country in which he lives.

Inside the lodge the political opinions, as well as the religious bias of the members are dormant, and there is nothing in Freemasonry to clash with the political views of Radical, Liberal, Conservative, or Coalitionist.

There is nothing even to interfere with the views of Socialists or Republicans who, outside the lodge, are content to work in a peaceful manner for the realization of his ideal and who regards the monarchy as a symbol of the government of the country. No master of a lodge any more than the sovereign of the country, can be an autocrat. His acts are circumscribed and he can only rule the lodge through its reason and consent.

Freemasonry is not a secret society, if that be the objection, beyond the fact that, like many other organizations—the Peace Conference at Versailles and the business meetings of churches and chapels included—it conducts its affairs behind closed doors. Its secrets are useful to its members, but are of no use to anyone outside. It has no mundane aims and exists primarily for the promotion of brotherly love, relief and truth.

If any one can advance more reasons for building battleships, I shall be delighted to hear of them.

My attention has been called to two statements that have been made:—

(1) The building of the two proposed battleships will impose rigid economy on and arrest progress in every other branch of naval development, among them some branches which many think are of more importance than battleships.

(2) If we do not build the proposed two battleships, but use the money in building fast surface vessels, submarines, aircraft, and their carriers, we might conceivably possess a Navy superior to all others for fighting under the new conditions of sea warfare, and we should get it quickly.

Battleships take a long time to build, and, as you say in your leading article, their defences before they are launched may be outstripped by developments in under-water and aircraft attacks. I think that you could have said "will" instead of "may."

I thank Admiral Waymouth for his suggestion as regards clearing the cobwebs out of my brain. I do not think they much matter; the important thing is to make sure that my "Old Woman" and my "Midshipman," to whom the gallant Admiral refers, have no cobwebs in their brains. They appear to be the important people of the day. The "Old Woman" asks Lord Lee where he is going to put his new ships if we are at war with a European Power. The "Midshipman" says, "Battleships are of no damned use at all."

## EXCHANGE.

(Opening Rate; closing Rate on Page 1).

## SELLING.

1/10	263 1/2
1/10	261 1/2
30 d/s	110 1/2
4 m/s	110 1/2
1/10 Shanghai	110 1/2
1/10 Singapore	110 1/2
1/10 Japan	110 1/2
1/10 India	110 1/2
Demand, India	19 1/2
1/10 San Francisco	5 1/2
1/10 New York	5 1/2
1/10 Java	148 1/2
1/10 Manila	148 1/2
1/10 Cebu	148 1/2
1/10 Hongkong	7 1/2
Demand, Paris	7 1/2

## BUYING.

1 m/s L/C	27 1/2
1 m/s D/P	27 1/2
1 m/s L/C	27 1/2
10 d/s Sydney and Melbourne	28 1/2
10 d/s San Francisco and New York	58 1/2
4 m/s Manila	148 1/2
4 m/s Cebu	148 1/2
4 m/s Hongkong	7 1/2
Demand, Germany	57 1/2
1/10 Bombay	19 1/2
1/10 Calcutta	19 1/2
1/10 Yokohama	118 1/2
Demand, Manila	148 1/2
Demand, Singapore	110 1/2
Demand, Batavia	148 1/2
10 Haiphong	148 1/2
On Saigon	118 1/2
On Bangkok	118 1/2
1/10 Java	148 1/2
1/10 Manila	148 1/2
1/10 Cebu	148 1/2
1/10 Hongkong	7 1/2
Demand, Paris	7 1/2

## SUBSIDIARY COIN.

Hongkong 50 ct. piece	par
10 "	par
5 "	par
10 ct. sub. coin	19 1/2
Hongkong, Sept. 13, 1922.	

## WEATHER REPORT.

S. P. 131, 13h. 47m. Pressure

1. Formosa Channel

2. South coast of China between H.K. & Lannocks.

3. Hongkong to moderate: Gap Rock.

4. South coast of China between H.K. & Hainan.

1. F. CLAXTON, Director.

I.K. Observatory, Sept. 13, 1922.

## METEOROLOGICAL.

at 2 p.m. 6 a.m. 2 p.m.

Sarometer 29.63 29.71 29.72

Temperature 84 78 85

Humidity 83 91 75

Wind Direction S. C.M. SE

Wind Force 1 0 3

Weather op. cm. h

Rain 0.07 0.00 0.02

Highest open air

Temperature on the 13th 88

Lowest open air

Temperature on the 13th 78

T. F. CLAXTON, Director.

H.K. Observatory, Sept. 13.

## PASSENGERS DEPARTED.

Per s.s. NOVARA for London

etc.—Dr. J. Romas, Mr. L. Lisvin,

S.P.O. G. Moore, P.O. H. Merrick,

1st. Writer H. Lancaster, Mr. J.

L. Leslie, Broker J. Devany.

## HOTELS.

## LEADING FAR EASTERN HOTELS.

## HONGKONG:

Hongkong Hotel, Peak Hotel,

Repulse Bay Hotel.

## SHANGHAI:

Astor House Hotel, Palace Hotel,

Grand Hotel Kalea.

## PEKING:

Grand Hotel des Wagon Lits.

The Hongkong Hotel Co., Ltd.

In conjunction with

The Shanghai Hotels, Ltd.

and

The Grand Hotel des Wagon Lits.

## KING EDWARD HOTEL.

## CENTRAL LOCATION.

ELECTRIC LIGHTS AND LIGHTING.

TELEPHONE ON EACH FLOOR.

HOTEL LAUNCH MEETS ALL STEAMERS.

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J. WITCHELL,

Manager.

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DANCING AFTER DINNER

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MONDAY, WEDNESDAY and SATURDAY.

TEA DANCES

TUESDAYS and THURSDAYS.

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ARTHUR E. O'DELL, Manager.

## KINGSLERE HOTEL MID-LEVEL.

## KNUTSFORD HOTEL KOWLOON.

SACHSE, LENNOX & Co., General Agents

Are resident Managers.

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A first class hotel in every respect and under English management.

Chinese under personal supervision of the Proprietor.

Special arrangements for families on application to

J. H. OXBERRY,

Proprietor.

## ROSE O' THE RIVER.

As a guide to shipmasters and others interested in the water

levels of the river we have been requested by the Board of Con-

servancy Works of Kwangtung to publish the following table of

water levels. The levels are taken at 10 a.m. each day.

Place of Observation

Highest W. L. Lowest W. L.

1922

W. L. W. L.

Sept. 11

Sept. 12

Sept. 13

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